A New Piggyback Tariff Proposal

April 21, 1958

RAILWAY AGE *weekly*

Rolling up mileage without hotboxes

Push-Pull Cars

C&NW proposes them for commuters

60 cents A Simmons-Boardman TIME-SAVER Publication

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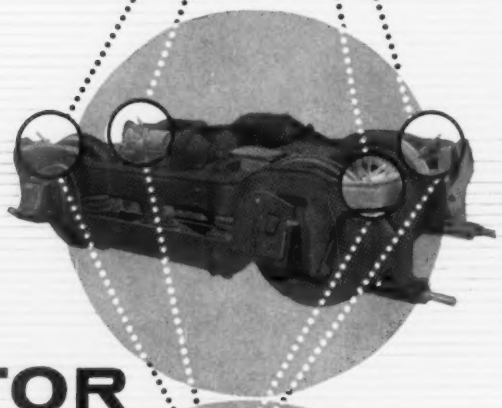

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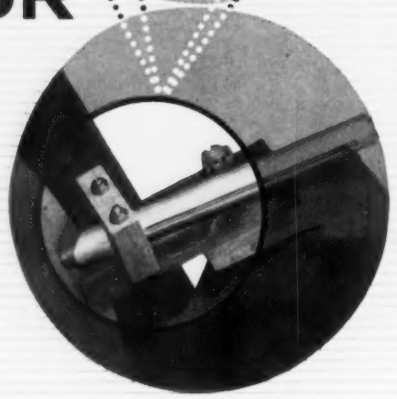
USING *Nalco* **"MOLY"** STICKS



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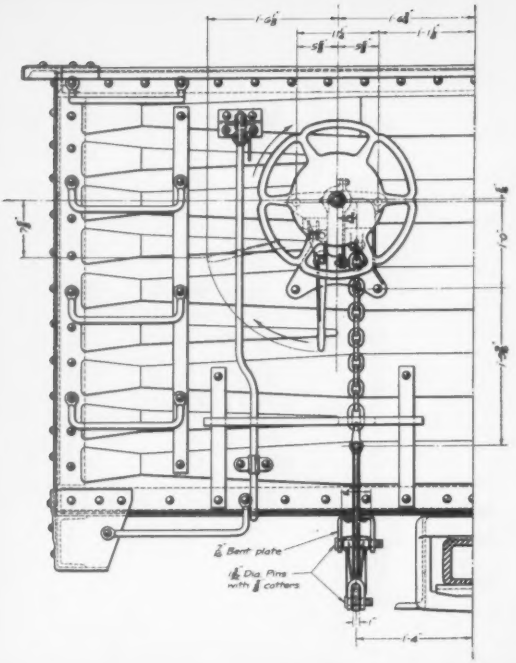

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Week at a Glance CONT.

Current Statistics

Operating revenues, two months	
1958	$1,472,263,392
1957	1,672,225,379
Operating expenses, two months	
1958	$1,250,405,280
1957	1,332,518,971
Taxes, two months	
1958	$133,868,012
1957	171,248,081
Net railway operating income, two months	
1958	$40,633,600
1957	124,329,795
Net income estimated, two months	
1958	$8,000,000
1957	93,000,000
Average price 20 railroad stocks	
April 15, 1958	71.61
April 16, 1957	90.85
Carloadings revenue freight	
Fourteen weeks, 1958	7,490,845
Fourteen weeks, 1957	9,271,222
Average daily freight car surplus	
Wk. ended Apr. 12, 1958	120,391
Wk. ended April 13, 1957	7,317
Average daily freight car shortage	
Wk. ended Apr. 12, 1958	5
Wk. ended Apr. 13, 1957	1,374
Freight cars on order	
March 1, 1958	43,750
March 1, 1957	111,965
Freight cars delivered	
Two months, 1958	12,535
Two months, 1957	15,477

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Subscription to railroad employees only in U.S. possessions, Canada and Mexico, $4 one year, $6 two years, payable in advance and postage paid. To railroad employees elsewhere in the western hemisphere, $10 a year, in other countries, $15 a year. Single copies 60¢, except special issues. Concerning subscriptions write R. C. Van Ness, Circulation Director, 30 Church st., New York 7.

cleaning and filtering practices. The money-saving details were discussed at a conference sponsored by the American Institute of Electrical Engineers and the American Society of Mechanical Engineers.

Action Page—Go see your legislators! p.52

You'd be surprised—Congressmen want to meet railroad leaders. The industry's executives ought to discard the bashful idea they would be unwelcome callers in Washington. Not lobbying, but developing mutual understanding, would be the purpose.

Short and Significant

B&O's Baltimore-New York passenger service . . .

is about to pass into history. The road's request to drop the service was approved last week by New Jersey, following earlier consents by Delaware, Maryland and Pennsylvania. All B&O passenger service north and east of Baltimore will be discontinued effective April 27. Service west of Baltimore will be unchanged.

$3 million in tax refunds . . .

are in sight for Chicago & North Western if the Internal Revenue Service doesn't appeal a Tax Court decision. The settlement is announced in the road's annual report. It involved income and excess profits tax returns for 1942 and 1943. Taxes from 1944 through 1956 still are at issue.

All-welded passenger-car trucks . . .

are being tested by the Canadian National in Montreal-Toronto service. One car set—built by West German Carbuilders (Westwaggon)—is now in use. A similar set of units from a Swiss firm is on order for delivery this month.

Truck-leasing operation . . .

may be in the offing for the North American Car Corporation. The company is studying the field and may take action if the studies indicate leasing could be profitable.

Railway Express Agency has accused . . .

the Post Office Department of "sheer hypocrisy" in making the claim that parcel post mail pays its own way. REA President A. L. Hammell said below-cost parcel post rates have cost taxpayers "multi-billions of dollars." He termed the government transportation system "unfair and unnecessary government competition" faced by private transportation enterprises.

C&O annual meeting . . .

will be held in Detroit this year for the first time (April 24). It's a continuation of C&O's plan to move the meeting around, making it easier for share owners in various parts of the country to participate.

HOW SOLID BEARINGS AND JOURNAL STOPS HELP KEEP RAILROADS OUT OF THE RED

It's a fact...

that MAGNUS R-S JOURNAL STOPS can cut the cost of routine bearing inspection to less than 7 cents per car per day

With this and other cost reductions, Journal Stops can save you about $35 a year on every freight car!

PACKING seldom needs adjustment when R-S Journal Stops are applied. That's why they can cut car oiler's time in half, reduce annual journal-box servicing costs to $24.11—only 6.6 cents per day.

But that's not all. When you stabilize the solid bearing assembly with R-S Journal Stops, practically all other bearing operating costs are reduced too. In fact railroads using Journal Stops report total savings of about $35 a year on each car.

Journal Stops prevent displacement of bearing and wedge under impact and braking forces—help provide uniform, uninterrupted oil film lubrication, give the solid bearing a chance to work at optimum efficiency *all the time*. They double bearing life, reduce wheel flange wear, prevent dust guard damage, cut truck maintenance all along the line.

Today there are more than 7,000 freight cars equipped with R-S Journal Stops. In service, they have increased hot box mileage 10 times—cut hot box costs to a tenth of current costs on similar cars in similar service. That means less than ⅓ cent per car per day to cover all costs associated with bearing road failures.*

Yes—this is the low-cost solution to the hot-box problem. A solution that retains all the inherent advantages of standard AAR solid journal bearings. For *all* the facts, write to Magnus Metal Corporation, 111 Broadway, New York 6, N.Y., or 80 E. Jackson Blvd., Chicago 4.

*Cost based on data compiled by the Mechanical Division of the Association of American Railroads in 1955.

MAGNUS

Solid Bearings

Right for Railroads
...in performance...in cost

MAGNUS METAL CORPORATION *Subsidiary of* **NATIONAL LEAD COMPANY**

Commuters: The Angry Multitude

Chicago suburbanites can throw a rock in practically any direction and hit a railroad seeking a commuter fare increase and/or service cut. Hearings have opened on major proposals by C&NW and IC—and the rocks are flying.

Commuter-carrying railroads and their twice-a-day, five-days-a-week riders are at it again in Chicago. Practically every suburban line, large or small, has a proposal before the regulatory commissions—and in some cases at least, the commuters are taking it hard.

The lineup at present:

- Chicago & North Western has laid its case for a comprehensive suburban service overhaul and fare boost before the Illinois Commerce Commission. Further hearings are scheduled this week.
- Illinois Central has requested authority to make a service cut and a fare increase.
- Milwaukee is still fighting for a fare increase—after seeing one boost overturned in the courts. Commuters are now filing applications for refunds on the increase the road put into effect in 1956. And the Milwaukee is seeking a 42% increase—21% covered by the short-lived fare hike and another 21% over and above that.
- Burlington will drop four Saturday and four Sunday trains from its suburban schedules, effective April 27.
- Chicago, Aurora & Elgin hasn't run passenger service since July 1957, now is seeking permission to drop both freight and passenger service permanently.
- Chicago South Shore & South Bend won ICC examiner recommendation for an across-the-board fare hike. But protests have been filed and the case is still pending.
- Rock Island recently put a 20 per cent fare increase into effect, on Illinois commission authorization. The road is now seeking to drop 15 Chicago-Blue Island, Ill., suburban trains.
- Chicago & Western Indiana, smallest of the group in terms of commuter patronage, has petitioned for a service reduction.
- Gulf, Mobile & Ohio has filed for a 20% fare hike on its Chicago-Joliet, Ill., suburban run.
- The natives are becoming increasingly restless in Chicago's sprawling suburbs. Commuter associations have been tapping riders for funds to fight the railroads' proposals in two instances. The Milwaukee Road Commuters Association has been in a running battle with the carrier for more than five years. And a "Commuters Council of Chicagoland," claiming to represent some 1,500,000 commuters, has called for an indefinite moratorium on service reductions or fare increases until studies of the overall suburban transportation problem can be completed.

Several points are apparent in connection with these grass roots suburban protest groups. How representative of overall commuter opinion are they? How much weight do they swing before the commissions? And how does a railroad go about meeting the opposition?

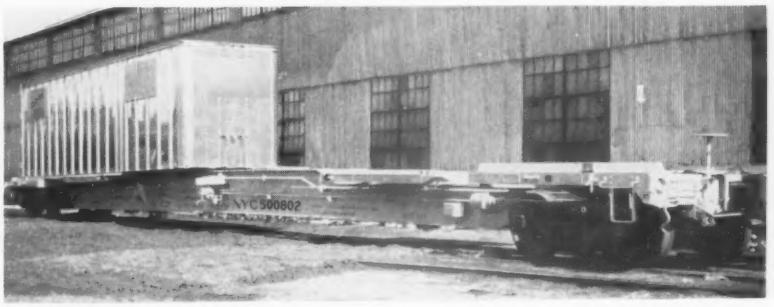
C&NW Chairman Ben W. Heineman took oblique note of the situation in his testimony before the Illinois commission.

The North Western is hopeful, he commented, that the commission "will take into account fully the overall public interest in the future quality of our suburban operations, including the interest of the inarticulate but overwhelming majority which will inevitably benefit, but which does not appear in this proceeding. . ."

The C&NW case, he added, "may well involve a milestone either in the development or deterioration of public transportation in the Chicago metropolitan area. If imaginative but soundly conceived programs are to be rejected because of their departure from antiquated historical practices; if minority but vocal interests are allowed to obscure the broader public interest; if suburban transportation is not permitted to be performed on a sound, self-supporting financial basis, then obviously the enthusiasm of the North Western and of other rail carriers to meet the public need for service will become increasingly diminished and finally extinct."

On Mr. Heineman's railroad, some 40,000 commuters are affected by the proposals. Shortly after the hearings opened, an officer of the newly formed North Western Commuters Association put NWCA membership at 700, with expectations that the total will climb as the case progresses.

One of C&NW's proposals involves the closing of 23 stations, most of them in Chicago itself. The railroad says about



FlexiVan: Another Piggyback Milestone

New York Central's first revenue FlexiVan loads left North Bergen, N.J., April 16 for Chicago, marking another piggyback milestone. Central plans eventual $8-million FlexiVan investment involving 150 81-ft, double-turntable flatcars, 900 highway trailer bodies, and 150 highway wheel-and-axle assemblies. Photo shows trailer locked in position on flatcar. Equipment, including flatcars capable of carrying two trailer bodies apiece, was built by Strick Trailers, a division of Fruehauf Trailer Co. The railroad's highway subsidiary, New York Central Transportation Co., hopes to extend the initial New York-Chicago service to other points this summer.

2,000 commuters would be concerned. Much of the opposition to the carrier's plans, it's reported, comes from that comparatively small group, although some rumblings from the far-out commuters have also been heard.

Over on the IC, it's the other way around. The heaviest opposition comes from the long-haul riders who would be hit for a heavy percentage on the proposed increase. But, IC points out, the last fare increase hit close-in patrons hardest and the present request would tend to even things out. The situation has become further complicated by a city of Chicago appeal to the state supreme court. The city would upset IC's 1957 fare boost on grounds that it discriminated against patrons living within the city.

Further evidence of the "inarticulate majority vs vocal minority" angle has come from the commuters themselves. A suburban newspaper in IC territory editorialized recently that commuters seemed to be taking a "complacent attitude" toward the carrier's proposals.

Even the Milwaukee association—which fought the road all the way to the Supreme Court—has on several occasions rapped its constituents for failure to support the campaign.

On another occasion, the association's publication contended that MRCA action "has been worth more than $5,000,000 to the riders. Yet there are so many cheapskates among them that have not contributed financial support . . . that we're still straining to pay the few thousand dollars it cost to win."

Railroad public relations efforts in connection with the suburban cases have been kept on an even keel. Where major proposals are involved, the roads have distributed leaflets on trains, held press conferences for suburban newspapermen, provided material for the zone sections of metropolitan papers.

There's difference of opinion on the advisability of talking things over with the commuters or their representatives. One road is surprised that a group can oppose proposals without having discussed the pros and cons with management. Another line feels that once a proposal has been made there's little to be gained by public-meeting discussions, since neither side can or will give ground and the inevitable argument flares.

The Milwaukee commuters' group once proposed meetings with railroad management to search out areas where agreement could be reached. But their recommendations included these "first steps:"

- The railroad would withdraw its Supreme Court appeal.
- Excess fare funds would be refunded.
- The railroad would place orders for new equipment.
- The commuters association "will draw up proposed train schedules along lines suggested in its various surveys and work with the railroad's traffic engineers on time conflicts."
- The commuters association "will help draw up a reasonable and realistic rate schedule" and join the railroad in seeking commission approval of the schedule and rate plans.

An officer of another commuter group said his organization is not averse to meeting with management. He spoke of possible compromise on the railroad's proposals. The road has taken the position it's asked for the minimum program needed to maintain and improve the service and put it on a paying basis.

While the commuters snipe away at the railroads, there's a broader—but related—study going on which could remake the commuter-service concept in Chicago. A special mass transportation commission has been created to survey the overall problem. It's expected that the commuter railroads, once they've agreed on principles and made their own surveys, will submit to the commission a list of basic principles on which legislative action could be taken.

Chances are the present fare-service cases before the commissions now will drag into summer before decisions are made. An engineers' report on a consolidated rail passenger terminal is due about May 1 (one railroader sees little chance of real progress on the surburban problem until that report is out). And the mass transportation commission will make its report by next January 1.

Watching Washington *with Walter Taft*

• **RAILROAD MEN ARE WONDERING** when arrangements will be made for the industry's committee of top executives to meet with President Eisenhower. It appeared such a meeting would be arranged when that committee left a presentation at the White House last December.

ADMINISTRATION OFFICIALS received the presentation. It had suggestions as to what the executive branch of the government might do to provide railroads with fairer treatment. A meeting with the President was supposed to be scheduled after the proposals had been analyzed by interested departments, such as Commerce, Post Office, Treasury and Agriculture.

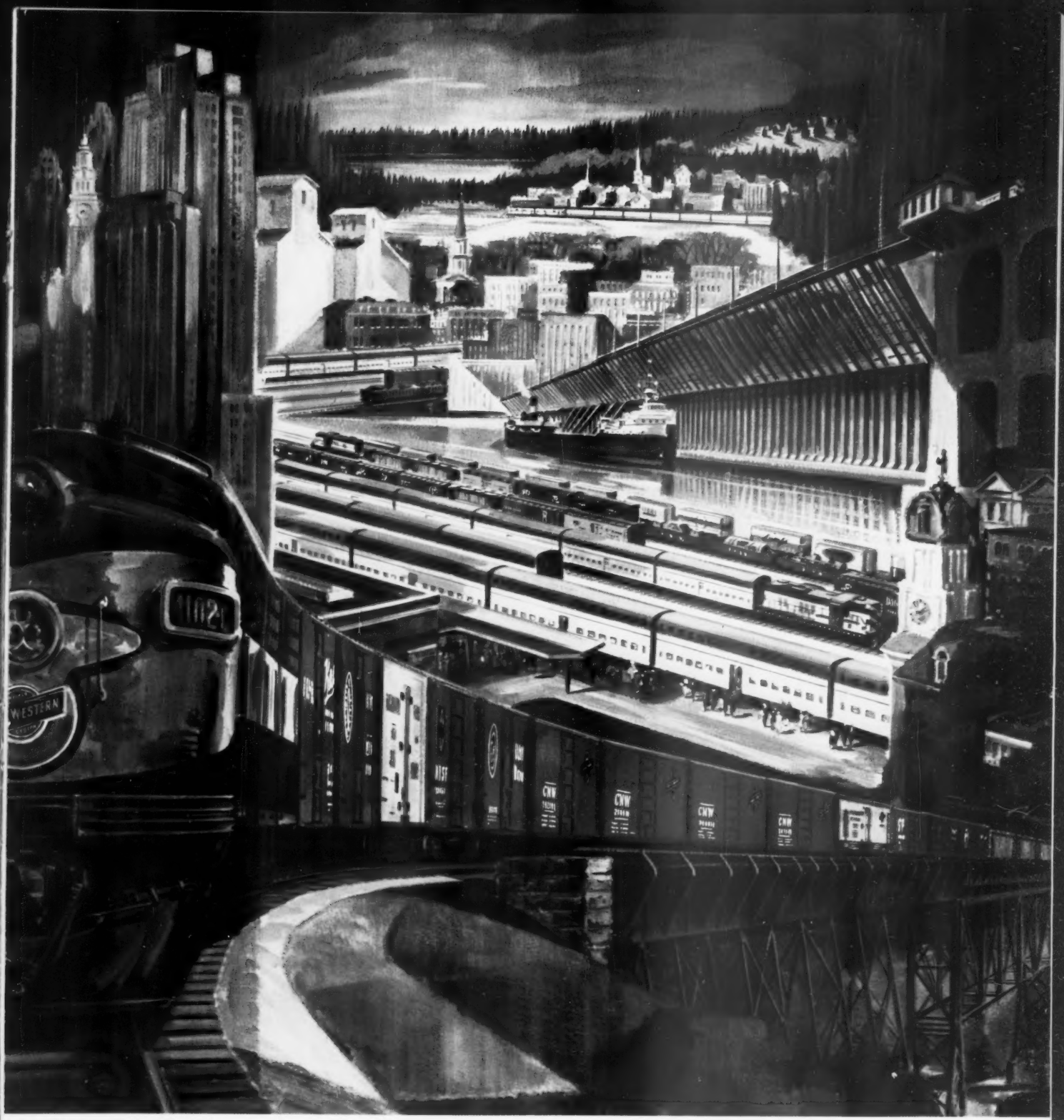
NO REPORT has yet resulted from these interdepartmental studies. That's what the President's press secretary, James C. Hagerty, said last week. Thus, no plan for railroad relief has been presented to the President, and there is still no administration decision on the matter.

• **ANOTHER WAGE INCREASE** for railroaders is expected to become effective May 1. Escalator clauses of present contracts tie the next cost-of-living adjustment to the Bureau of Labor Statistics' index for March 15. That will be published this week, and it might call for a raise of as much as three cents per hour. On the basis of present employment, that would add about $60 million to annual operating costs.

ESCALATOR-CLAUSE HIKES have already amounted to eight cents per hour, including three cents which became effective a year ago and five cents effective last November 1. At that time a contract increase of seven cents also went in, as will another of like amount next November 1.

• **NO TRANSPORT SESSION** is scheduled for the annual meeting of the Chamber of Commerce of the United States, which will be held in Washington next week. That's a switch from the long-standing practice of having transportation discussions among features of these meetings. The omission this time was because the chamber recently sponsored a big transport meeting—the National Transportation Outlook and Planning Conference, held February 25.

• **TRAIN-BRAKE ACT** is the first railroad legislation enacted at the present session of Congress. President Eisenhower has signed it into law. Recommended by the ICC and opposed by the railroads, the act gives the commission power to prescribe rules for inspection, testing and maintenance of train brakes.



Chicago and North Western's CC-1 westbound at Kate Shelly Bridge. (Prints of this painting suitable for framing available on request.)

TOOLS OF A MODERN PIONEER: STANDARDIZED ROLLING STOCK

Pioneering is a North Western habit. 110 years ago it was our nation's frontiers—today it is the challenge of serving a dynamic American economy. The North Western aim: to *make* competition, not just meet it.

Reaching this goal calls for the finest management and operating skills. From billing procedures to rolling stock it demands the utmost in efficiency, dependability, speed and economy.

To meet these high-level performance requirements, the North Western relies heavily on Pullman-Standard Standardized Rolling Stock. They have found that the advanced methods of mass car-building used by Pullman-Standard provide the product benefits they must have: impressive first cost savings, workhorse dependability, shipper confidence, reduced maintenance and longer car life.

Write for brochures on all the P-S Standardized line: the PS-1 Box Car, PS-2 Covered Hopper, PS-3 Open Hopper, PS-4 Flat Car and PS-5 Gondola. Discover how the built-in benefits of standardization can be put to work on your railroad.

Pullman-Standard Car Manufacturing Company
221 North La Salle Street, Chicago 1, Illinois

Economy, dependability, quality— built-in benefits of standardization

Symbolizing Pullman-Standard mass production is this string of PS-2 Covered Hoppers rolling out of the Butler, Pennsylvania plant. Users of P-S rolling stock find they gain the natural values of standardization—economy, precise quality control and predictable dependability.

Pullman-Standard in its continuing search for ways to do the job better, has pioneered many advanced welding techniques and equipment innovations. The automatic welder at work here on a PS-4 Flat Car side sill assures top quality and measurable economy from P-S rolling stock.

View of part of the erection area of the PS-2 Covered Hopper production line at P-S Butler plant. In continuous operation since December of 1953, this line, as are all P-S production lines, is engineered for the most efficient work flow—assures fast, on-time deliveries.

P-S interest in their product does not stop at the end of the production line. A staff of field service engineers make continuing performance studies of Pullman-Standard and other rolling stock. Evaluation of these reports makes valuable contributions to P-S design advances.

Research for better designs, building methods and materials is always under way at Pullman-Standard. Here one of the research staff sets up an immersion test for the study of the corrosion-resistant characteristics of new materials in relation to materials currently in use.

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GREAT AMERICAN RAILWAY SYSTEM

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Current OPERATING DEPARTMENT Questions

How Can You Increase Piggyback Traffic?

Piggyback carloadings so far this year are a bit below those for the same period of 1957, although a few individual roads have indicated that their t-o-f-c traffic is up somewhat from last year. Still, piggyback loadings seem to have dropped less sharply than other carloadings.

Many persons have been disappointed at what they regard as the slow growth of piggyback. They admit that the *percentage* of growth has been substantial indeed. But, they point out, when you start from handling no trailers and then move one, you've actually increased your business 100%.

Some persons contend that piggyback growth will continue to be slow until all railroads open up under the so-called plan 1 and make rates which will encourage the trucker to use the service for more than his "overflow" business. Such a person is our temporarily anonymous correspondent quoted below. Since I'm no rate man I can't pass on the merits of his scheme. Nevertheless, I'm sure you'll find it interesting. —*G. C. R.*

How About Profitable 'Plan 1' Rates Truckers Can't Resist?

"Piggyback has grown in the past few years. However, this increased volume is due primarily to the railroads' serving an ever increasing number of points. The volume of business moved between any two cities is very quickly limited and represents only a very minor percentage of the traffic moving over parallel highways. For example: The maximum volume of business achieved by the New Haven, one of the piggyback pioneers, was 50,000 trailers a year. The same year (1954) the Boston Post Road alone carried 1,000,000 trailers.

"This limitation is, in my opinion, detrimental to the railroads, the public and the national economy in general, and is due to the present rate-making policies which make it impossible for the public or the shipper to take advantage of the reduced costs generated by piggyback operations.

"In other words, it is obvious that with the newer piggyback equipment now being used by certain railroads, piggyback costs are definitely lower than over-the-highway costs (about 40% lower) and in many instances, cheaper than the cost of handling box cars [see Railway Age, Aug. 26, 1957, p. 16]. The public does not get any advantage from these economies and the railroad gets only a very small portion of the over-the-highway business because:

- "*Under plan 1*, the trucker user presently charges the shipper the same rates as for straight trucking. Since the trucker prefers to remain independent, he gives only his overflow business to the railroad:
- "*Under plan 2* the ICC, based on the famous theory of not approving any rate that might be detrimental to a competitive mode of transportation, does not permit the railroads to publish a piggyback rate lower than some existing trucking rate. Hence, the public cannot get the advantage of lower costs, and the railroad cannot get any substantial amount of business.

"It is my impression that the following rate theory would solve the problem to everybody's satisfaction:

"A railroad would publish a piggyback rate lower than the existing truck rate by a fraction of the economy achieved. This rate would apply on the railroad's own trailers or those of the trucker. Concurrently the railroad would publish a division sheet which would allow the trucker to use piggyback services at the piggyback rate and still maintain the same profit as on straight trucking rates. At the same time, the trucker would publish a piggyback rate equal to the rail piggyback rate. This method would be beneficial and nondiscriminatory to the public; compensatory for both truckers and railroads; not detrimental to the trucking industry; beneficial to the railroads by greatly increasing the proportion of piggyback moves versus highway moves; and beneficial to the national economy in general.

"Example: The actual truck rate for paint in drums between two points I shall identify as A and B, for a 30,000 lb. trailer load, is $132. The highway line-haul costs of the trucker today are just over $60.

"The amount left to the trucker for over-the-highway line-haul—$132 less $60, or $72. A piggyback rate, for the same commodity between the same points, of $122 should be published. Economy to the public—$10. The railroad's line-haul costs for the same trailer on some of the more modern piggyback equipment are under $40 per trailer. A division charge of $45 per trailer should be published.

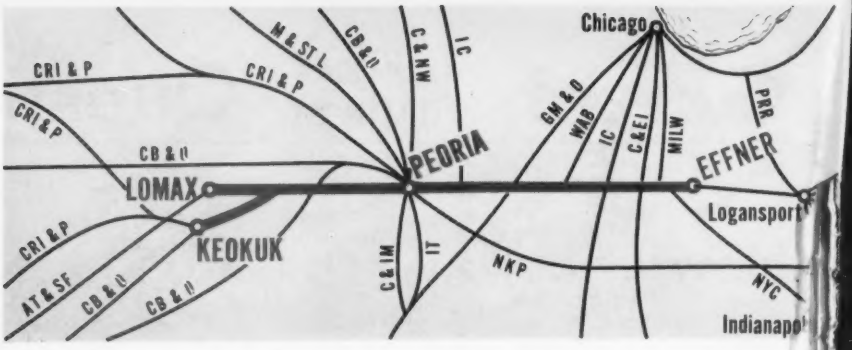
"Result: The piggyback rate of $122 would be compensatory for the railroad and attractive for the public under plan 2. The piggyback rate of $122 would also be compensatory for the trucker because he would retain $122 less $45, or $77. This is more than his revenue for line-haul costs in straight truck transportation.

"Obviously this rate will not be detrimental to the trucking industry. The trucker would be encouraged to use the rail piggyback service because he could make more money that way. The railroad would make money, despite reducing its per unit profit, by performing what it's cut out to do—furnish low cost service and handle large volumes of traffic."

(*The author of this proposal would welcome response from readers of this page. We'll gladly provide the space as a forum for differing or concurring viewpoints in subsequent issues.—GCR.*)

CONDUCTED by G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in frequent weekly issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will not be considered, unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, Railway Age, 30 Church Street, New York 7.

Court Set To Referee TP&W Sale



In Minnesota this week, a Federal court will hear the latest arguments in a legal tug-of-war involving a prize piece of railroad property.

At stake is ownership of the 239-mile Toledo, Peoria & Western Railroad. Bankruptcy, bitter labor strife and government seizure are all past history now on the TP&W. It's operating comfortably in the black, and its future looks good.

- The strategically-placed little road funnels freight through the Peoria gateway for 16 connecting roads, by-passing the congestion of Chicago.
- It is also getting an increasing amount of on-line industrial traffic from an area which its sales-minded president, J. Russel Coulter, likes to call the "Little Ruhr Valley."

For this prize, several buyers have shown an eagerness to pay the stockholders' asking price of $12,150,000—nearly 10 times the amount the TP&W brought on the auction block in 1926.

The contenders: The Santa Fe and Pennsylvania want joint ownership of the TP&W. They are now its biggest customers, furnishing around 70% of its interchange traffic. They promise to maintain its corporate independence and its present operating policies.

Opposing Santa Fe-Pennsy ownership is the Minneapolis & St. Louis, which would absorb the TP&W into its own corporate structure. The M&StL claims that acquisition of the TP&W would give the Santa Fe and Pennsylvania a "strangle-hold" on "the only competitive east-west route" through the Peoria gateway.

The study of PRR-New York Central merger potentials introduces another point to consider—in a word, BIGNESS.

The Rock Island and Nickel Plate originally asked to be included in the purchase on an equal basis, but have now withdrawn as principal contenders.

The story so far: The ICC has given the nod to the Santa Fe-PRR application. Says the ICC: "No greater protection could be afforded to carriers interchanging traffic . . . than to have ownership divided equally between the largest connecting carrier in the East and the largest in the West."

The ICC turned down the M&StL proposal because it "unequivocally contemplates the disappearance of the TP&W for the other 15 carriers with which it presently works."

Last December the M&StL won a temporary restraining order from a Minnesota judge blocking the sale. The case is to be heard beginning April 25. If the decision is unfavorable to the M&StL, an appeal to the U.S. Supreme Court seems likely.

Whoever emerges as the final winner will get a property that today is operating close to the blue chip league, in spite of its stormy past.

The 1957 annual report shows that even in a recession year the TP&W was able to show a net income ($896,305) larger than in any previous year since World War II.

The TP&W remained in the black during the first two months of 1958. January and February net income amounted to $118,138, compared with $157,907 during the corresponding months in 1957.

Says a TP&W spokesman: "Drawing on the whole country for bridge traffic, we are bothered by economic changes—but we are not dependent on one particular type of business and thus haven't been hurt as badly as many other roads."

It was in 1926 that George P. McNear, Jr., acquired the foundering TP&W at a foreclosure sale for $1,300,000. As the ICC recently noted, the property under his guidance "was built into a fine railroad."

But Mr. McNear was an unbending foe of what he considered wasteful labor practices. A 1929-30 strike idled 22% of his employees. In December 1941, another strike paralyzed the road, leading to government seizure in March 1942.

When the government returned the road to its owners in September 1945, the employees again walked out. Sporadic violence was climaxed in March 1947, with the murder of President McNear. His slayer was never brought to justice.

When Mr. Coulter took over as president on May 1, 1947, he found the road in a state of neglect. One of his first acts was to open 20 sales offices. Then he began to see to it that the TP&W had something to sell.

Nearly everybody, he remembers, pitched in to help get the TP&W back on its feet. Engineers and firemen worked as m/w laborers. Competing roads lent equipment. Dieselization was started, and mechanized maintenance equipment was purchased. Customers drifted back, and the red ink began to vanish.

Mr. Coulter then began stockpiling industrial sites in an effort to generate more on-line traffic. The road's 1957 report records two recent successes in this field. Central Illinois Light is erecting a $26 million power plant near Mapleton, Ill.; Kroeger Company will soon begin building a $2,500,000 food warehouse in the Peoria area. These two alone will eventually generate 15,000 carloads of traffic a year.

But it's as a railroad bridge for transcontinental freight that the TP&W really stands out. It has a 234-mile main line from Effner, on the Illinois-Indiana line, to Lomax, Ill., and completely skirts Chicago. A five-mile branch line extends from Hamilton, Ill., to Warsaw.

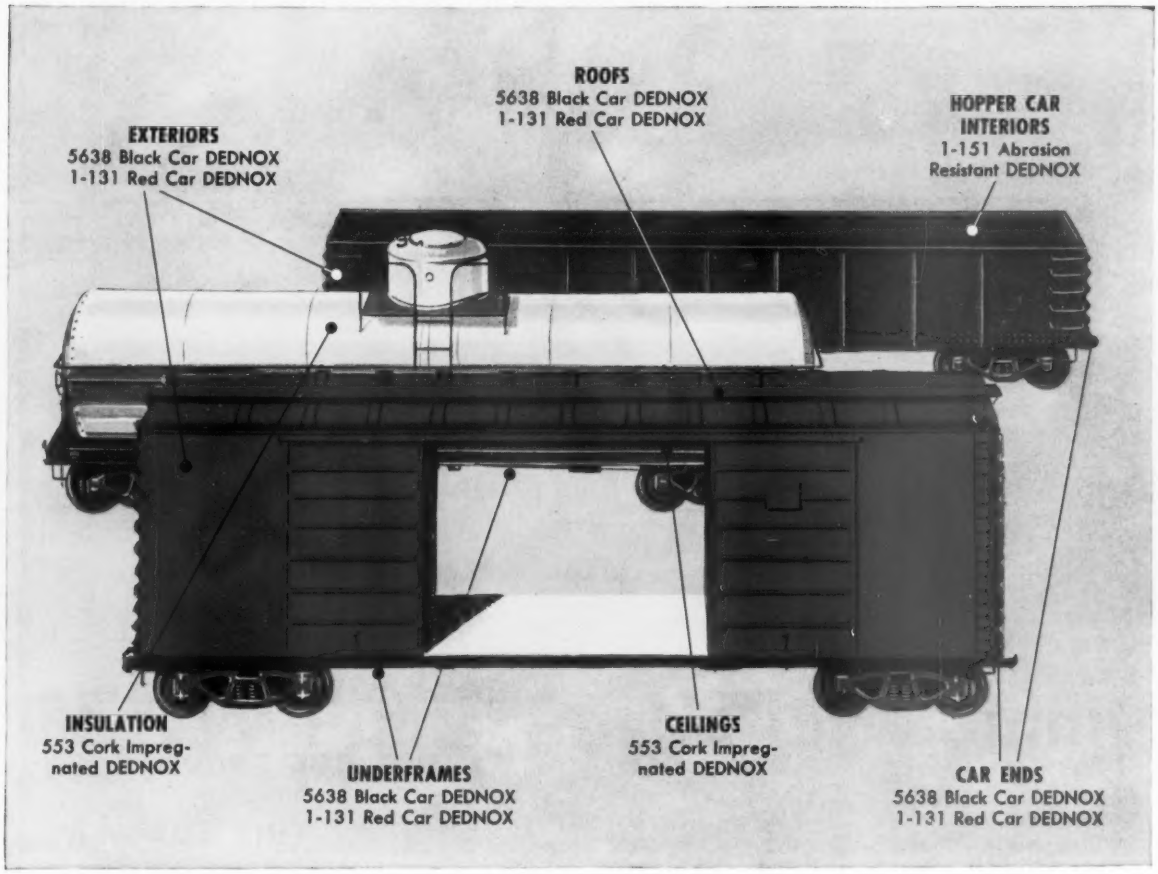
In the competition for bridge traffic, the TP&W's forte is speed and service. Says Mr. Coulter: "Our advantage is that we are not only a time saver but we are a time cushion. Whereas in congested areas any delay will become progressively worse, we can pick up the time here on the TP&W. When we have a bad order car, we have mobile equipment to make repairs on the spot."

The road's policy is never to keep a car overnight. A typical schedule described by Mr. Coulter:

"We'll get a cut of cars from the Pennsylvania and the New York Central at 6 a.m. and we'll bring those cars in through Peoria and deliver them to the Santa Fe and/or the Rock Island in the west, bypassing Chicago, and they will be on their way to Kansas City at 7 p.m. that night."

The Santa Fe and Pennsylvania plan to retain the present management if their bid for the TP&W succeeds. Whichever way it goes, Mr. Coulter sees a bright future. "I can't see," he says, "if we stay on the job and work, why there couldn't be a very, very excellent piece of transportation."

Keep your rolling stock rolling...



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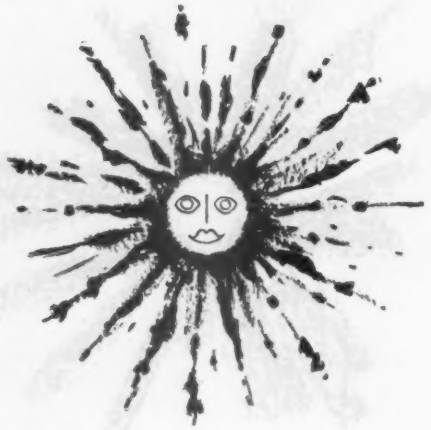

9 ROADS WILL HAVE *LESS* HOT BOX TROUBLE THIS SUMMER...

they've got "Hot Box Detectives" beside their track

May, June, July, and August are the traditional months for great surges in hot box problems—but the nine roads that have turned to the Hot Box Detective* look forward to a continued decrease in their hot box rate *every season of the year.*

The SERVOSAFE® Hot Box Detective scans every journal that passes—and spots each overheated bearing *before* it causes trouble. It works just as effectively in mid-summer as in mid-winter. It is not in the least hindered by changes in the heat, light, or humidity. The infrared detecting unit located at trackside checks *every* journal passing by for abnormal heat. And *every* hot box, actual or imminent, is recorded in the nearest tower . . . spotted right down to the exact car, exact truck, *and the exact bearing.*

It becomes that easy to catch overheated journals in time to avoid the costly delays of snarled traffic on the line.

The SERVOSAFE Hot Box Detective is the system you've been hearing about at meetings, and reading about in the press. For detailed information on how the Hot Box Detective can ease your own hot box problems, call in a Servo Corporation railway consultant. Wire or write:

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*Pat. Pend.

NEW CONCEPT

Front of the train on southbound moves would be a DEMU cab car, shown here in retouched photo as conceived by artist. Engine crew could handle the locomotive and brakes from cab in gallery.

C&NW Plans 'Push-Pull' Commuting

"Push-pull" passenger trains, long discussed in U.S. railroading but never tried in their pure form, may be on the way. Chicago & North Western is planning them for its Chicago suburban service.

Composed of conventional locomotive and coaches, "push-pull" trains are like some self-propelled cars and multiple-unit electric trains: they'd never need turning around. They could be operated from a cab at the rear of the last car as easily as from the locomotive itself.

Trains of this nature are an integral part of North Western's long-range thinking about its commuter problems. To the road, they offer many advantages. But looming large in North Western's plans to buy them is a big **IF:**

The Illinois Commerce Commission is now considering North Western's far-reaching "package" revision of its commuter service. To mold its operations to what it considers the true need—and to turn a loss into a profit—C&NW wants to discontinue 23 stations close to downtown Chicago, rebuild its commuter ticket structure, and increase fares some 24%. Without these changes, it will be wary of spending huge sums for new commuter cars.

North Western already has indicated its willingness to order 36 new gallery cars if, as Chairman Ben W. Heineman put it, "the public and this commission share our hope for the future of our suburban operations." C&NW President Clyde J. Fitzpatrick revealed to Railway Age last week that the cars would be of "push-pull" design. Railway Age anticipated the development in the January 6 issue, page 8. Construction arrangements have been made with Pullman-Standard. The $6 million-plus necessary to buy them has been rounded up. Authority from C&NW's board to buy the cars already exists. But, as one officer put it, "We've got to have the package."

Engine at Front, Cab at Rear

"Push-pull" works like this: A conventional locomotive provides power to move the train as well as an operating cab for movement in one direction. A rudimentary cab at the rear of the last car controls the train when it's moving in the opposite direction. An electric trainline and special air brake features give the "cab car" as much control over the power plant and brakes as has the locomotive cab itself.

With "cab cars" spotted at intervals within a train's consist, the train could be reduced in carrying capacity by merely uncoupling a few cars.

In essence, "push-pull" would move C&NW's extensive commuter service a big step closer to certain operating benefits found in M.U. electric mass-transit services. Among them are immediate availability of trains for return movement, greater flexibility of train size, and reduced need for terminal switching.

Add to these, as North Western has, a gallery-type car of 172-seat capacity and low maintenance, and the idea wraps up into an entirely new concept of suburban operation applied to Chicago's largest non-electric commuter road.

Pullman-Standard Calls it DEMU

If the Illinois commission grants C&NW its "package" of revisions, the road is set to order eight "cab cars" and 28 "trailers" of a design Pullman-Standard calls DEMU—Diesel Energized Multiple Unit. These 36 cars would be the first of some 90 "push-pull" gallery cars C&NW would need in the modernization of its suburban car fleet.

The 36 cars would provide equipment for four trains of nine cars, each of which would have a "cab" at the rear and also at some point within the train.

In the process, a large fleet of antiquated commuter cars, some of which still have gas lights, would be consigned to the scrap pile.

For motive power, C&NW would reach into its freight roster and get about 60 General Motors F-7 cab units. They would be equipped with 480-volt diesel-electric alernators for head-end power and apparatus necessary to provide for remote control.

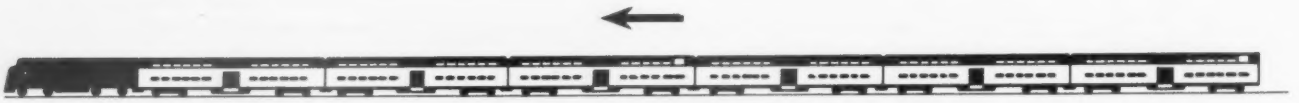
Many of these units are almost 10 years old. If it weren't for the commuter program they'd be put through EMD's plant a La Grange to emerge as GP-9's. Locomotives now in commuter service—road-switchers of many makes and models, including some of the road's newest—would

How the C&NW would use DEMU–

MORNING RUSH:

OFF-PEAK SERVICE:

EVENING RUSH:



Train backs in for morning commutation, splits up for light-load mid-day service, runs conventionally for evening runs to the suburbs, giving the road unusual flexibility.

If the Illinois commission okays the road's plans . . .

be returned to the road's freight service.

In practice, DEMU trains would be operated with the locomotive always at the north or west end. This means that commuters coming to Chicago in the morning would have the locomotive behind them. For off-peak service the engine and, say, three cars could be uncoupled in the station for departure as soon as loaded. No switching would be needed to release the engine.

Then, on its last trip into Chicago before the evening rush, the foreshortened train could be recoupled to the cars it left in the station that morning—and be ready to move out as a train of full capacity.

DEMU, in this manner, obviously contains a good deal borrowed from the field of M.U. electric operation. And well it might, for North Western's Clyde Fitzpatrick is an alumnus of Illinois Central, largest Chicago operator of such trains. DEMU also contains several important features Pullman-Standard found successful in its super-lightweight Train X.

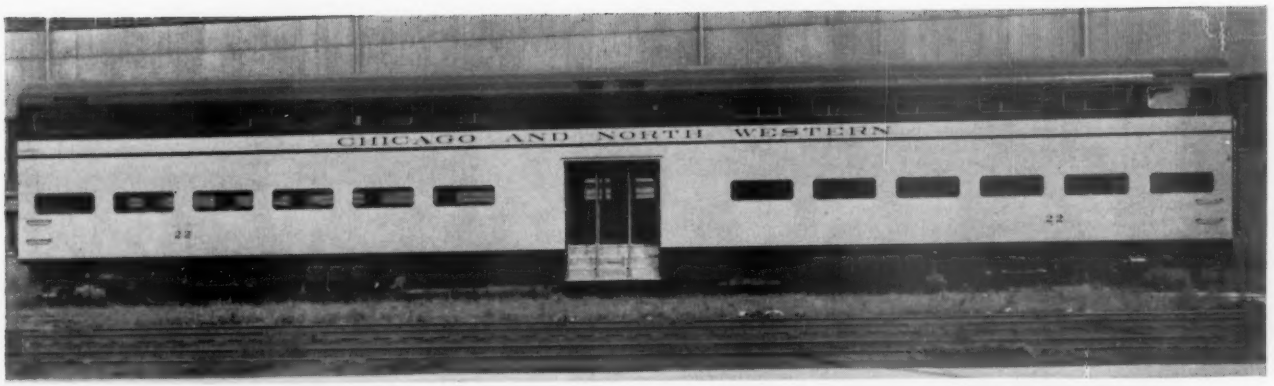
Electrical Innovations

Aside from DEMU's "push-pull" nature, the biggest innovation would be the all-electric heating and air-conditioning. Instead of the conventional 32 volts D.C., 480 volts A.C. would be used. Electric

THREE-STEP FUTURE MODERNIZATION

After getting the first 36 cars in DEMU service, C&NW plans to:

- Purchase maybe 54 more DEMU gallery coaches. Ultimately 30 gallery cars would be DEMU-cab cars.
- Rebuild 148 existing conventional high-capacity roller-bearing coaches with air conditioning and "push-pull" controls.
- Rebuild 48 existing gallery cars to the basic DEMU design.



GALLERY COACH

Chicago & North Western has 48 gallery cars in service now. They would be rebuilt under management plans for "push-pull" service.

LOCOMOTIVE

Modified F-7 engines would pull—and push—DEMU trains in C&NW commutation operation. Present SD-9 locomotives would be returned to freight service.

these cars might turn its commuter loss into a profit

heating units, relatively inexpensive and maintenance-free, would be installed in the cars. The A.C. current would make fluorescent strip lighting a "natural" instead of an expensive luxury. Package air-conditioners could come closer to having regular commercial components than do units in common use now.

With provision for an electric communication signal, the need for much heavy, complex and expensive underbody equipment disappears. Weight per passenger, consequently, falls to something not far above that of the super-lightweights.

DEMU cars, if built, will be the first of substantially conventional construction to be designed specifically for composition brake shoes. Westinghouse Air Brake's package system provides one shoe per wheel and a cylinder for each shoe, eliminating much heavy and troublesome rigging.

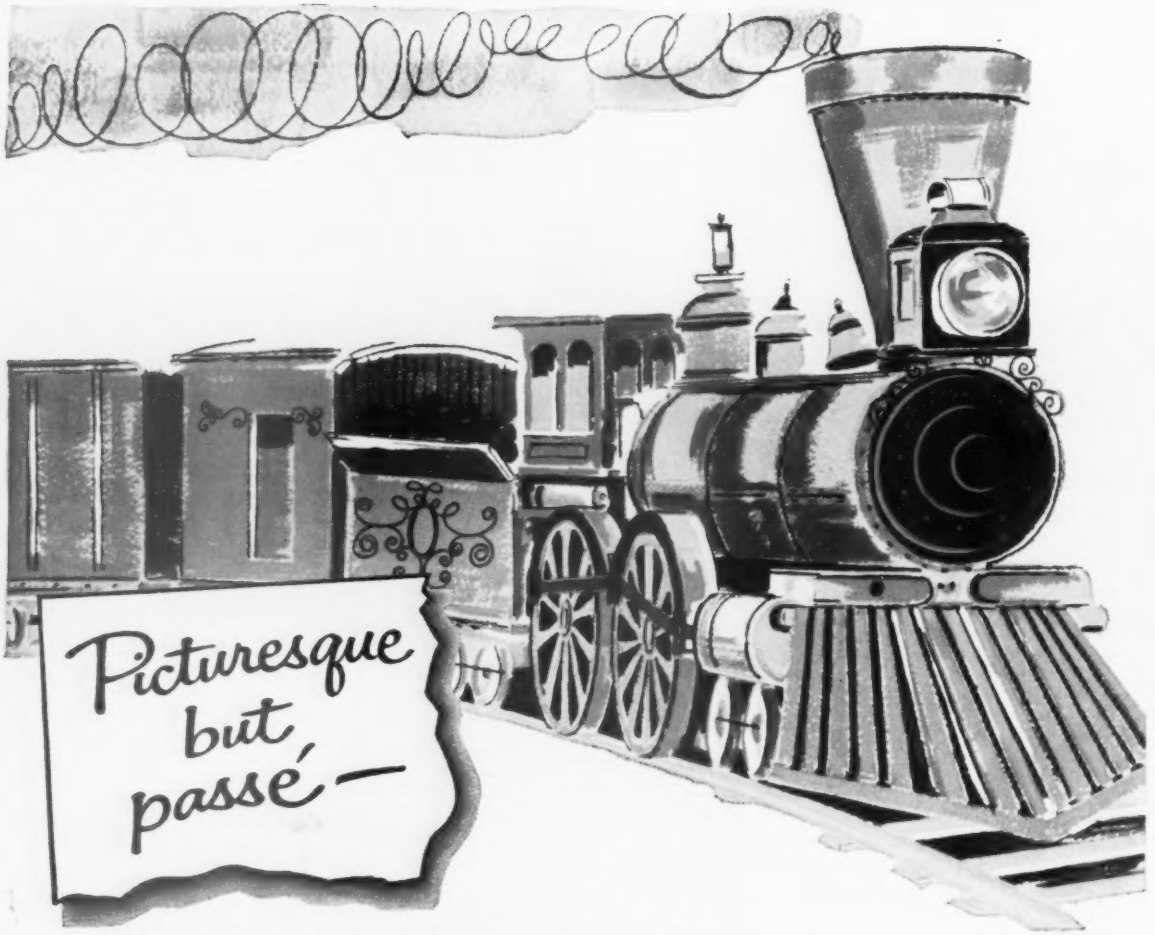
DEMU car interiors would have as nearly a permanent finish as possible. Plastics, bright metals and baked enamel would be used liberally. Windows, equipped with tinted glass, would have no shades.

Compact Car Controls

The "push-pull" controls themselves are planned to be complete, yet so compact that only six seats in the galleries would be sacrificed. Cab controls would consist essentially of a standard locomotive controller and Westinghouse's new type 26 brake valve, plus other necessary features. To provide for proper control of the brake pipe, the cab car would have a supplemental main reservoir supplied by its own air line direct from the locomotive's compressor system.

Compared with one of North Western's existing gallery cars, the DEMU design stacks up favorably in both weight and cost. Lighter by some nine tons, its first cost would be less than that of a car equipped with its own propane power plant and steam heat. The cost of a cab car, even with its special equipment, would be less than that of a present-day gallery car.

North Western's officers stress that these plans are, as of now, just plans. The second round of hearings on the commuter fare and service revisions begins April 21. Relatively small commuter groups are strongly opposed to the service changes, though little actual opposition has been raised to the increase in fares. Whether or not North Western gets its "package" and therefore whether or not "push-pull" comes to life as Pullman-Standard's DEMU—remain, for the moment, to be seen.



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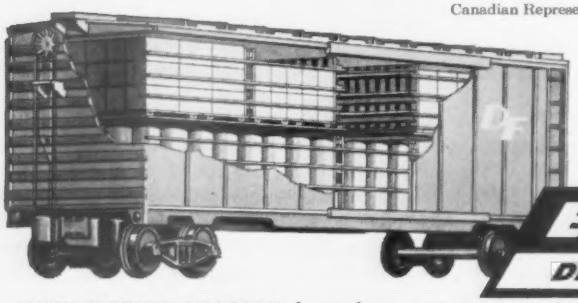

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Here's How the RRs Spent $1.8 Billion

Class I railroads in 1957 spent $1,816,471,000 for fuel, materials and supplies, excluding equipment, according to the Association of American Railroads.

This was a decrease of $67,377,000, or 3.6% under such expenditures made in 1956.

The decline resulted from a trimming of inventories in a period of reduced earnings and traffic. The physical volume of purchases showed a greater relative decline than did dollar volume, because of increases in unit prices, most notably in the iron and steel products and fuel categories.

For fuel, railroads spent $459,960,000 in 1957, compared with $476,955,000 in 1956. Expenditures for bituminous and anthracite coal totaled $51,719,000 in 1957, compared with $69,245,000 in 1956. Expenditures for diesel fuel oil totaled $374,187,000, an increase of $10,563,000 over those for 1956.

Expenditures for iron and steel products of all kinds in 1957 amounted to $608,811,000, compared with $613,077,000 in 1956.

For miscellaneous products including cement, lubricating oils and grease, ballast, electrical materials, stationery and printing, supplies for dining cars and restaurants, interlocking and signal material and other items, the 1957 expenditures totaled $619,236,000, compared with $639,034,000 in 1956.

Class I railroads also spent $128,464,000 for forest products in 1957, against $154,782,000 in 1956. Cross ties alone cost $70,369,000, compared with $83,370,000 in 1956.

ANNUAL PURCHASES OF MATERIALS AND SUPPLIES (EXCLUDING EQUIPMENT)
1924-1955—Class I Railroads (Thousands of dollars)

Year	Fuel	Forest products	Iron and steel products	Miscellaneous	Total	Total less fuel
1924	$471,656	$180,872	$365,610	$324,917	$1,343,055	$ 871,399
1925	459,465	170,305	419,255	343,018	1,392,043	932,578
1926	473,354	186,291	507,302	392,085	1,559,032	1,085,678
1927	438,821	175,729	407,304	374,074	1,395,928	957,107
1928	384,608	160,794	374,575	351,364	1,271,341	886,733
1929	364,392	157,551	406,962	400,630	1,329,535	965,143
1930*	306,500	134,600	304,700	292,700	1,038,500	732,000
1931*	244,500	76,250	188,600	185,650	695,000	450,500
1932*	178,250	52,200	94,550	120,000	445,000	266,750
1933	180,526	42,442	104,327	138,555	465,850	285,324
1934	217,294	64,271	150,671	167,988	600,224	382,930
1935	232,723	57,367	135,397	167,538	593,025	360,302
1936	272,270	76,683	239,486	214,982	803,421	531,151
1937	294,293	104,707	310,658	256,725	966,383	672,090
1938	243,783	56,968	127,141	155,390	583,282	339,499
1939	257,273	69,971	236,338	205,732	769,314	512,041
1940	273,556	82,185	264,480	234,242	854,463	580,907
1941	349,765	103,771	379,951	327,787	1,161,274	811,509
1942	426,335	115,227	353,957	364,292	1,259,811	833,476
1943	527,296	150,255	339,631	377,099	1,394,281	866,985
1944	585,832	158,957	431,692	434,048	1,610,529	1,024,697
1945	555,155	136,962	418,438	461,849	1,572,404	1,017,249
1946	553,153	148,984	416,303	452,115	1,570,555	1,017,402
1947	691,630	171,592	503,906	542,022	1,909,209	1,217,579
1948	833,040	166,488	590,289	593,514	2,183,331	1,350,291
1949	564,159	142,232	454,079	480,936	1,641,406	1,077,247
1950	608,719	121,256	509,506	500,427	1,739,908	1,131,189
1951	621,497	188,186	703,885	662,291	2,175,859	1,554,362
1952	538,659	176,966	513,060	589,065	1,817,750	1,279,091
1953	509,611	176,189	612,584	622,097	1,920,481	1,410,870
1954	433,310	114,430	406,476	470,545	1,424,761	991,451
1955	453,852	118,529	509,839	554,865	1,637,075	1,183,223
1956	476,955	154,782	613,077	639,034	1,883,848	1,406,893
1957	459,960	128,464	608,811	619,236	1,816,471	1,356,511

*Railway Age estimates.

Note: "Iron & Steel Products" and "Miscellaneous," 1927-1948, revised to conform with report MS-24, Year 1949.

PURCHASES OF FUEL, MATERIAL AND SUPPLIES
Railways of Class I—Calendar Years 1957 and 1956

Item	1957	1956
FUEL:		
Bituminous coal	$48,192,000	$65,873,000
Anthracite coal	3,527,000	3,372,000
Fuel oil—Residual	16,939,000	24,496,000
Fuel oil—Diesel	374,187,000	363,624,000
Gasoline	11,336,000	10,941,000
All other (coke, wood, fuel or illuminating)	5,779,000	8,649,000
Total fuel	459,960,000	476,955,000
FOREST PRODUCTS:		
Cross ties (treated and untreated)	$70,369,000	$83,370,000
Switch & bridge ties (treated & untr.) & timber	20,791,000	24,523,000
Lumber (equipment, rough and finished)	28,074,000	36,122,000
Other forest products	9,230,000	10,767,000
Total forest products	128,464,000	154,782,000
IRON AND STEEL PRODUCTS:		
Steel rail (new and second hand, except scrap)	$90,786,000	$91,762,000
Wheels, axles and tires	83,421,000	72,176,000
Frogs, switches and crossings, and parts of same	31,586,000	33,642,000
Track fastenings, track bolts, spikes, etc.	70,563,000	82,161,000
Iron bridges, turntables & struct. steel, all kinds	9,658,000	10,434,000
Bar iron and steel, spring steel, tool steel, unfabricated rolled shapes, wire netting and chain, except light coil; boiler, firebox, tank, and sheet iron and steel, all kinds	61,677,000	59,686,000
Forgings and pressed steel parts for locomotives	1,067,000	1,737,000
Car forgings, iron and steel, and fabricated or shaped steel, for passenger and freight cars	50,242,000	48,215,000
Flues and tubes for locos. & stationary boilers	1,355,000	1,458,000
Bolts, nuts, washers, rivets, lag screws, pins & studs	9,987,000	12,558,000
Springs, helical and elliptical, all kinds for locomotives and cars	6,315,000	6,489,000
Locomotive and car castings, beams, couplers, frames and car roofs	97,396,000	95,081,000
Track and roadway tools, all kinds, including hand and power operated tools, miscellaneous roadway material and fencing. Motor, hand, push and trailer cars, and parts for same	18,933,000	20,329,000
Machinery and repair parts	29,962,000	27,002,000
Pipe, iron and steel, and fittings, all kinds	8,863,000	9,865,000
Hardware, all kinds, including nails	10,808,000	11,232,000
Hand & small machine tools, such as drills, taps, reamers, dies, chasers, including air tools & parts	13,226,000	14,656,000
All other iron and steel products, including pig iron, cast iron water pipe and culvert pipe	12,966,000	14,594,000
Total iron and steel products	608,811,000	613,077,000
MISCELLANEOUS:		
Cement, lime, plaster, bldg. brick & other bldg. matls. except cast iron water pipe and culvert pipe	$10,011,000	$10,404,000
Lubricating oils and grease; illuminating oils; boiler compound; waste	53,806,000	45,692,000
Non-ferrous metal and non-ferrous metal products	36,940,000	48,256,000
Ballast	24,282,000	22,407,000
Electrical materials (including electrical material for Diesel locomotives	58,296,000	63,341,000
Stationery and printing	37,825,000	38,305,000
Commissary supplies for dining cars & restaurants	30,638,000	35,212,000
Rubber and leather goods	11,088,000	11,778,000
Glass, drugs, chemicals, including chemicals for timber treatment; painters' supplies	47,279,000	48,547,000
Arch brick for locomotives	985,000	1,539,000
Passenger car trimmings	13,690,000	15,824,000
Locomotive, train and station supplies	28,372,000	29,719,000
Interlocking and signal material	53,659,000	58,263,000
Telegraph, telephone and radio material	14,277,000	16,929,000
Air brake material	22,468,000	23,002,000
Standard & spec'l mechanical appliances for locos.	5,833,000	7,605,000
Automotive equip. & supplies, except diesel mat'l	17,914,000	14,882,000
Diesel material not elsewhere classified	95,413,000	100,822,000
All other miscellaneous purchases	56,460,000	46,507,000
Total miscellaneous purchases	619,236,000	639,034,000
Grand Total	$1,816,471,000	$1,883,848,000

Source: Reports of the carriers to the Bureau of Railway Economics.

SIDE-TRACKED
DIVIDENDS

Modern communications can help you

Make full use of your rolling stock

Freight cars have to be the breadwinners today. That's why it's worth considering how much out-of-date communications may be costing you, in terms of idle cars and reduced freight revenues.

For example, one railroad found that a modernized communications system gave them two extra working days per month for every boxcar on the line! They did this with a surprisingly small investment, *using wires they already owned.*

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For an interesting brochure about the road that is getting two extra working days a month from its rolling stock, just write or call Automatic Electric Sales Corporation, Northlake, Illinois (Fillmore 5-7111). Ask for Report No. 105. In Canada: *Automatic Electric Sales (Canada) Ltd., Toronto.* Offices in principal cities.

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The new Norfolk & Western chief takes the reins convinced that:

Realistic pricing,

Release from hampering regulations,

Coal's resurgence,

Diversified traffic, and

Passenger service between population hubs,

Promise . . .

A Great Future for the Railroads

The Norfolk & Western's new president, Stuart T. Saunders, is an optimistic young man of 48 who thinks the railroad industry can and will have a great future.

Youngest president the N&W has had and the first who was not an operating man, Mr. Saunders took over April 1 when R. H. Smith retired. He had then been in N&W service just 19 years, having joined the organization April 1, 1939, as assistant general solicitor. He was executive vice-president at the time of his promotion to the presidency.

Mr. Saunders has been described by an associate as "a lawyer with a vast store of miscellaneous knowledge and a huge capacity for work"—one who "talks the language of any phase of railroading because he does a full job of research before he tackles the task at hand."

When asked about hobbies, Mr. Saunders usually replies that he gets more pleasure out of working than from anything else. But that's not to say he's an aloof executive. On the contrary, he is an individual of warm personality and ready smile.

Working, to Mr. Saunders, means active participation in railroad industry affairs and civic and business activities generally, as well as doing his job on the N&W.

His optimism springs from his feeling that the climate will soon become more favorable for railroading.

The principal need of the railroads, he says, is "freedom to price their services realistically," and relief from "obsolete and unjustifiable laws and regulations which now hamper their operations."

That, of course, is a call for favorable Congressional action on the program presented by the Association of American Railroads to the Senate's Surface Transportation Subcommittee. Mr. Saunders thinks prospects are good for legislation at this session which would go beyond emergency loan arrangements—provided the railroads do an effective job of selling any favorable recommendations made by the subcommittee.

Mr. Saunders characterizes much of the opposition to the AAR program as an expression of competitors' fears that the railroads will succeed in regaining their former share, or more, of the nation's total traffic. The railroads must do just that if the threat of government ownership is to be removed, the N&W president warns.

He concedes that much blame for past failures to get equitable treatment lies with the railroads themselves. He points out that the industry has often failed to present a united front. Thus Congress didn't really know what was wanted until the AAR program went to the Senate subcommittee.

Short-range action should certainly include arrangements for government loans to needy roads, Mr. Saunders believes. While he thinks desirable long-range action should contemplate the whole AAR program, he singles out the program's most important features as:

The rate-freedom plan to end the ICC's fair-share-of-the-traffic approach to competitive rate cases;

The call for removal of restrictions on railroads operating other forms of transport; and . . .

The user-charge proposal which would assess adequate levies on users of publicly-provided transport facilities.

Mr. Saunders' position on rate-freedom is consistent. He opposes repeal of the Section 22 provisions which now give regulated carriers rate freedom with respect to government traffic.

The present level of some railroad rates, he thinks, is too high—especially for high-grade merchandise traffic. He feels that the percentage increases of recent years have priced railroads out of the market for much desirable business. With pricing freedom, he thinks, they should be able to bid again for this business with realistic, but profitable, rates.

Railroad passenger business also has a future, Mr. Saunders thinks. He expects, however, that it will be confined pretty much to operations between large centers of population where the longest runs would be overnight.

Mr. Saunders' hopes and expectations for the N&W are that this "good railroad" will become "better." He assumed the presidency as the N&W was issuing its 1957 annual report which recorded results of a year when traffic and earnings reached all-time highs.

At his road's recent Better Service Conference, Mr. Saunders told 500 employee representatives: "The Norfolk & Western has never been an average railroad, and it is not satisfied to look forward to an average growth. We have faith in the future of coal, and expect to haul even greater quantities of it out of the rich fields which we serve. . . . Without relenting our efforts one whit to increase our coal traffic, we must at the same time diversify our traffic."

On the operating side, the N&W's dieselization program is well under way. Ex-

(*Continued on page 26*)

Introducing The NEW Teletype Model 28 ASR

Newest of a New Line. The new Model 28 Automatic Send-Receive Set is designed to serve as a center for message transmission and data processing systems.

Single, Compact Console. This new composite set incorporates basic components and accessory features into a single, compact console for a wide variety of IDP and communication applications. Included are facilities for:

1. Sending and receiving page copy.
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(*Continued from page 24*)
perience thus far indicates that the drop below costs of former steam locomotive operations is running about 30%. Mr. Saunders expects that, with an improvement in business, future operating ratios will be below 1957's already-low 68. On the other hand, he discounts talk to the effect that N&W's will become the lowest of all comparable ratios. He points out that the road still has passenger operations and its lines have much curvature and many heavy grades.

Norfolk & Western-Born

Born in McDowell County, W. Va., July 16, 1909, Mr. Saunders grew up in Bedford, Va., on the N&W main line. After graduation from high school there, he received his A.B. degree from Roanoke College, then worked a year for the Virginia State Highway Commission. He then entered Harvard Law School where he received his law degree in 1934. He joined the Washington, D.C., law firm of Douglas, Obear and Campbell and was a partner when he came to the N&W in 1939.

Up the Ladder

Starting to rise in management ranks, he was promoted to assistant general counsel in November 1947 and to general counsel in October 1951. He became vice-president and general counsel in May 1954 and executive vice-president on October 1, 1956. In January of this year, he was elected to the N&W board of directors. It's been a career well suiting him for the new job.

A speaker of note, Mr. Saunders has talked on a variety of subjects to over a hundred audiences in recent years. One who has been in many of those audiences has this reaction: "He does not soothe or blast with deft platitudes or high-echoing phrases. He fits his talks to his hearers, thinks out what he is to say, delves for background, and delivers his words clearly and crisply.

"People remember what he says. More important, he gets them to think for themselves."

Preparation No Accident

Mr. Smith, his predecessor, continues as an N&W director. He has said that one of the important jobs of the president of any business is to develop someone to carry on when he retires.

And Mr. Smith, as he puts it himself, is "very proud of the job I've done with Stuart Saunders."

Railroading After Hours with Jim Lyne

WRECK CREW'S WEEK-END—New to me was a recent case where a secondary main line had a bad derailment—and clearing up was suspended from Friday evening until Monday morning, to save penalty overtime. Alternative routes were available, so through traffic was not badly delayed—but what about the contents of the derailed cars, which consignees were waiting for?

On inquiring around, I find that this economical practice of dealing with wrecks isn't unusual—just another case where penalty pay on top of high basic wages tends to pull down the quality of railroad service, which isn't good from a competitive standpoint. But, management has no alternative but to make ends meet, if at all possible.

FARSIGHTED SAL'S SMITH—I see where President Jess Smith of the SAL said (to reporter Bob Bedingfield in the N.Y. Times) that he isn't at all happy about the situation of the "commuter-cursed" Eastern railroads, even though SAL has no such problems. He fears some of these railroads might go broke, that the government might take them over, and that "I couldn't hope to compete with government-owned railroads."

Some of the interests who are pushing the railroads to the brink of nationalization don't seem to realize what a giant boondoggle this industry might be turned into, under government operation. Something for the spenders to spend money on, the way they now spend it for superhighways, waterways and power dams—and a convenient payroll for "deserving" political workers.

H. FREAS, STATESMAN—I have read and re-read the full text of the statement that ICC chairman Howard Freas made to the Smathers committee on proposed transportation legislation. I believe it is one of the outstanding statesmanly expressions on transportation questions by a government officer, and I wish we had had the space to print it all in Railway Age. (We summarized his recommendations in our April 7 issue, p. 12.)

I do not agree with some of Chairman Freas' conclusions—especially his belief that laws on rate regulation do not need modification—but I respect him for his forthrightness in facing all the issues which have been raised. He evades none of them in his discussion.

WHAT IS HONEST DEBATE?—It is perfectly possible to disagree with people, and still recognize some merit in their position. Take the stand of the airlines—where they admit, on principle, that they ought to pay user charges. Then they go on to figure out that their actual payment should be only a token sum.

The important and decent thing is that they've conceded the principle—what they should pay then becomes a matter for further discussion.

Contrast that with the attitude of some spokesmen for inland water carriers who contend, on the pretense of public interest, that they shouldn't pay anything at all for using the nation's waterways.

WORKING RULES AND JOBS—Kenneth McFarling of Portland, Ore., has sent me an editorial clipped from the April 10 "Oregonian" on the subject of make-work rules, which quotes from our March 24 article on the subject. Mr. McFarling believes that railroads should make it known that savings from modifying onerous rules would be spent for things to appeal to customers—hence, probably making new jobs rather than reducing employment.

FOREMOST—INTERNATIONAL DAIRIES, Inc.
GENERAL OFFICE—JACKSONVILLE FLORIDA

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February 4, 1958

Truck Refrigeration Service, Inc.
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Jacksonville, Fla.

Gentlemen:

It is a pleasure for us to report to you on the operation of the seven Tropic-Aire—Carrier truck refrigeration units that you have delivered to us.

We are hauling ice cream at -10 to -20 degrees F. with these units, day in and day out. Holding constant temperature is a "must" in this type of operation and our Tropic-Aire—Carrier models have done a remarkable job for us in that respect. We have found them economical and they have given us practically trouble-free road service.

As you know, we took delivery on our first Tropic-Aire—Carrier a year ago today. It was from our first hand experience with this unit that the decision was made to equip our other trailers with these units and we have had no cause to regret this decision.

Yours very truly,

FOREMOST DAIRIES, INC.

E. C. Baker

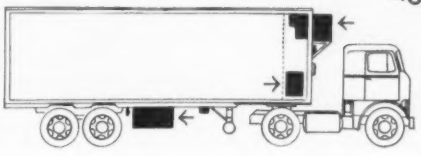
ECB/ab

What more could we say!

TROPIC-AIRE Carrier

MOBILE REFRIGERATION / AIR CONDITIONING

FRONT, UNDERSLUNG OR INTERNAL MOUNTING



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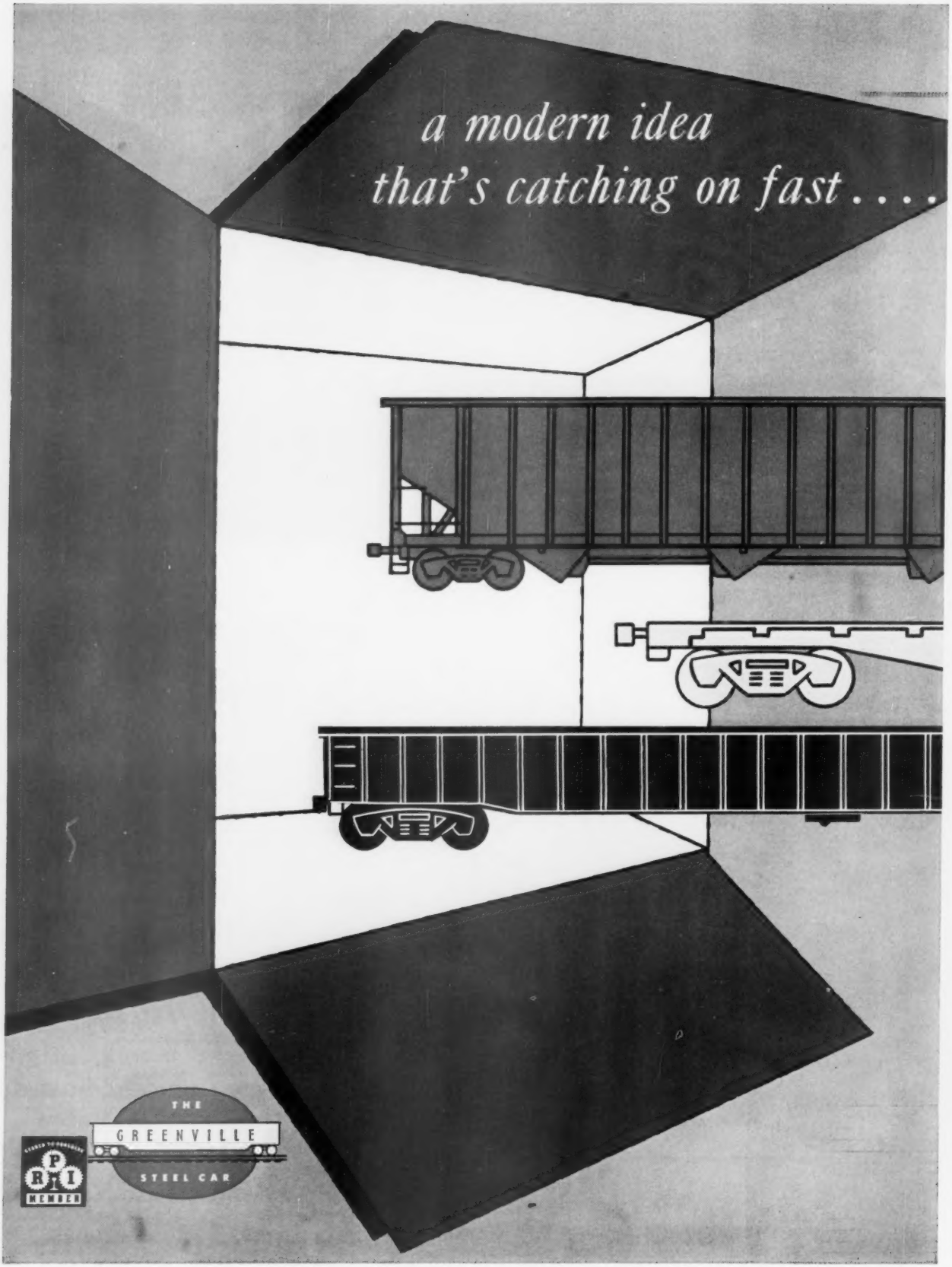
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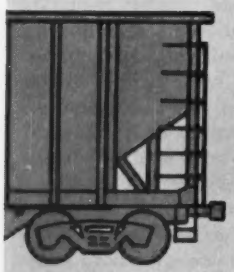
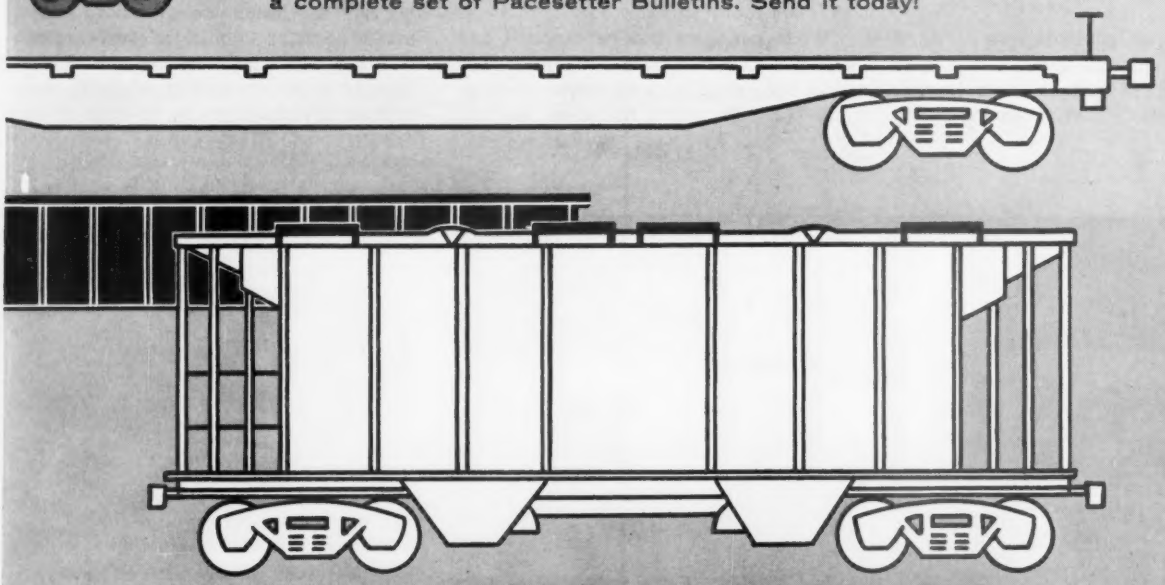
Here are the cars with which to build a fleet—the Pacesetters, Greenville's all-new package cars designed for fast, assembly line construction and lower initial cost. They're in service throughout the country.

The Pacesetters utilize the mass production facilities of Greenville's modern car shops—the big jigs... automatic positioners... hydraulic bulgers... the entire array of cost-cutting, time-saving equipment needed to put your cars on the main line at the lowest cost in the least possible time.

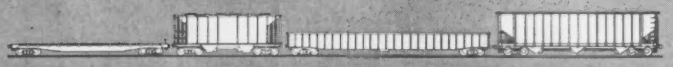


Greenville uses every production trick in the book on the Pacesetters—new prefabrication techniques, automatic welding, assembly line construction and flexible designs that permit minor modifications without difficulty. And it backs it all up with almost 50 years of railroading experience.

The Pacesetters are out front. You'll want the facts for your next car purchase. A note to Greenville is all that's needed for a complete set of Pacesetter Bulletins. Send it today!



GREENVILLE
STEEL CAR COMPANY



Subsidiary of Pittsburgh Steel Forgings Company
GREENVILLE • PENNSYLVANIA
48 Years of Experience

Almost Ten Million Miles and Not One

With hot boxes continuing to be one of the railroads' mostly persistent and costly problems, the thoroughly documented experiences of Wilson Car Lines may be of vital importance to the industry.

Its use of journal stops and lubricator pads in a two-ply battle against bearing troubles offers evidence that bearing life may well be extended to last the duration of the car wheel itself. Substantial reductions of cut journal wheel removals are also promised.

The Wilson findings, reported here for initial public consumption, are based on cut journal wheel removals—a more reliable information source than hot box reports.

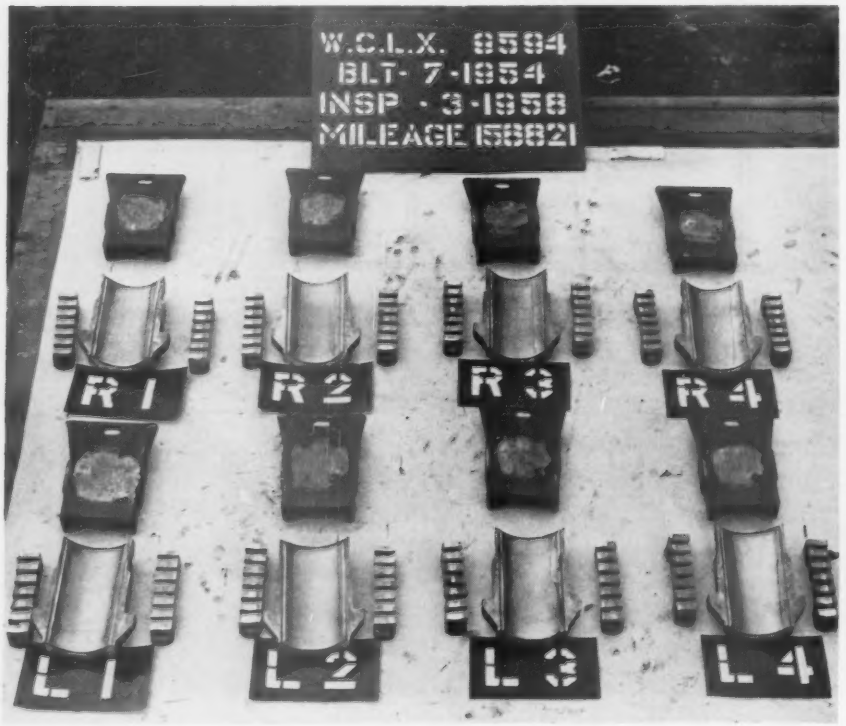
Wilson Car Line refrigerator cars equipped with journal lubricator pads gave almost five times better operational performance in 1957 than waste-equipped cars.

New steel cars, equipped with pads and Magnus R-S journal stops accumulated 9.8 million miles without a cut journal. These 600 cars, placed in service during the 1st, 2nd and 4th quarters of 1957 also had only one bearing replacement made by handling railroads in 9 million miles of operation. Results compiled through 1957 are shown in Table 1.

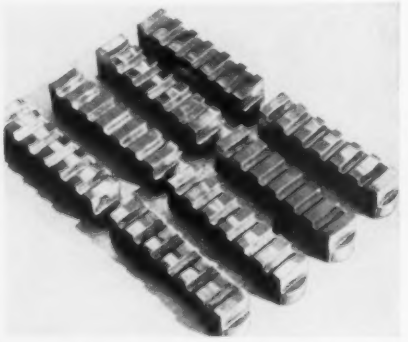
While new cars can be expected and usually do operate more trouble-free than older equipment, no performance comparable with the above had ever been attained in prior years on new cars placed in Wilson service. Wilson officials believe, on the limited data available, that performance on lubricator-journal stop equipped cars in the future will exceed anything attained heretofore. This is supported by additional data compiled on 5 cars equipped with journal stops in July 1954 which have operated through December 1957 with the results shown in Table 2.

The original bearings placed on these cars when built are still under the cars with the exception of bearing changes due to wheel replacements. Recent inspection of these bearings shows sufficient "bearing life" potential is available to last for the duration of normal wheel life. It's probable that little change could have been detected in the end wear at either the collar or fillet end, or any other noticeable difference, except in the "seat" of the bearings after the first six months of operation.

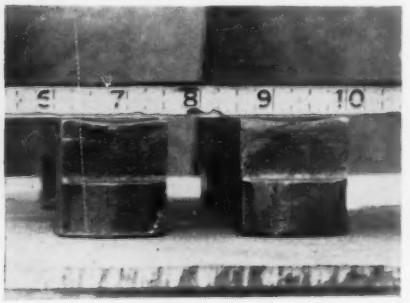
Wilson officials caution against drawing any conclusions on the above information that the ultimate in performance, "hot-box wise" had been attained. There appears to be an excellent possibility that substantial reductions may be made in the



FORTY-FOUR MONTHS service left uniform wear pattern on wedges and bearing surface (traced in near-parallel lines).



HOUR-GLASS pattern of wear shows on R-S journal stops.



LITTLE WEAR is shown here.

Cut Journal

number of cut journal wheel removals from the lubricator-journal stop cars from what was prevalent on either lubricator or waste operated cars. There also appear to be excellent possibilities of extending the bearing life appreciably from what has been common heretofore, and thereby reduce the number of bearing replacements. Either or both of these results would be beneficial to Wilson & Co., as well as the handling railroads, from the time delay as well as reduced maintenance standpoint.

A review of the performance obtained in previous years will provide a basis of comparison with the 1957 operations, and indicate perhaps that improvement may reasonably be anticipated in the year ahead. Hot boxes have always been a costly problem on railroad cars. WCLX equipment has been no exception. The increasing hot box rate during 1950-51 indicated that new conditions had developed. It was clear that limiting hot box occurrence to previous year levels would require a "plus" factor over and above normal routine methods of servicing and maintenance. The increasing severity of the problem can be noted from the number of cut journal wheels removed by handling railroads in relation to total mileage operated during each of these years in comparison to 1949 which is considered representative. See Table 3.

The comparison in Table 3 on the basis of cut journal wheels removed, rather than on the number of cars reported by the railroads as having a hot box, was made after discovery that the hot box reports were erroneous, in part, on loaded cars, and incomplete or unreported on empty cars. Information on cut journal wheel removals, obtained from wheel slips submitted with railroad billing for car repairs, was considered more reliable.

The "plus" factor took shape first, by a critical examination of material and labor components involved in journal box servicing by Wilson Car Line maintenance forces. Several changes were effected in the quality of waste packing, journal box oil, wheel shop work, method of packing and servicing journal boxes, and in general workmanship to obtain the desired improvement. The effectiveness of these changes over the succeeding years is seen in Table 4.

A program of closer surveillance of journal box servicing during this same period was combined with a test program of journal lubricating devices. Initial applications of test lubricators were started in 1950 on a limited number of cars. These tests were an attempt to select one lubricator from the limited number then

TABLE 1

	No. Cut Journal Wheels Removed By Railroads	Miles Operated	Average Miles Per Cut Journal Wheels Removed	
Waste Packing	140	13,105,209	93,609	*140
Lubricator	54	24,805,243	459,356	*265
Lubricator & Journal Stop	0	9,818,866	9,818,866	*105

**Indicates theoretical number of cut journal wheels which would have been replaced if all cars had operated on waste packing for the year.....*

TABLE 2

Mileage on R-S journal stop cars to January 1958

Car No.	Wheels	1954	1955	1956	1957	Total	Remarks
9592	IWW	17,123	45,430	45,456	43,199	151,208	
9593	IWW	17,776	36,651	52,681	44,625	151,733	One cut journal 7/6/56 #1
9594	IWW 1&2 CS 3&4	22,100	40,485	51,556	35,591	149,732	
9595	CS 1&2 IWW 3&4	16,074	58,536	52,657	42,180	169,447	One cut journal 8/8/54 #3
9596	IWW 1&3 CS 2&4	12,071	36,832	53,813	46,189	148,905	
						771,025	

TABLE 3

Year	No. of Cut Journal Wheels Removed By Railroad	Mileage Operated	Average Miles Per Cut Journal Wheels Removed
1949.....	403	58,287,176	144,633
1950.....	577	59,118,057	102,475
1951.....	859	51,243,922	59,655

TABLE 4

Year	No. of Cut Journal Wheels Removed By Railroad	Mileage Operated	Average Miles Per Cut Journal Wheels Removed
1952.....	463	55,961,932	120,868
1953.....	358	59,119,784	165,139
1954.....	327	56,263,603	178,615

TABLE 5

	No. of Cut Journal Wheels Removed	Miles Operated	Average Miles Per Cut Journal Wheels Removed
1955 Waste	455	52,313,135	114,974
Lubricator ..	17	5,093,717	299,630
1956 Waste	295	34,776,620	117,887
Lubricator ..	63	15,938,454	252,991

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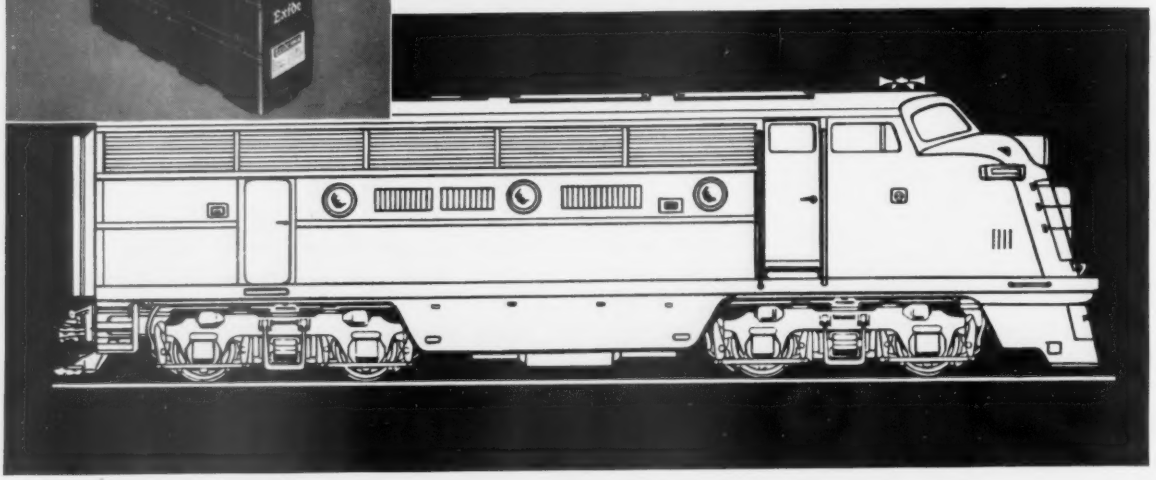
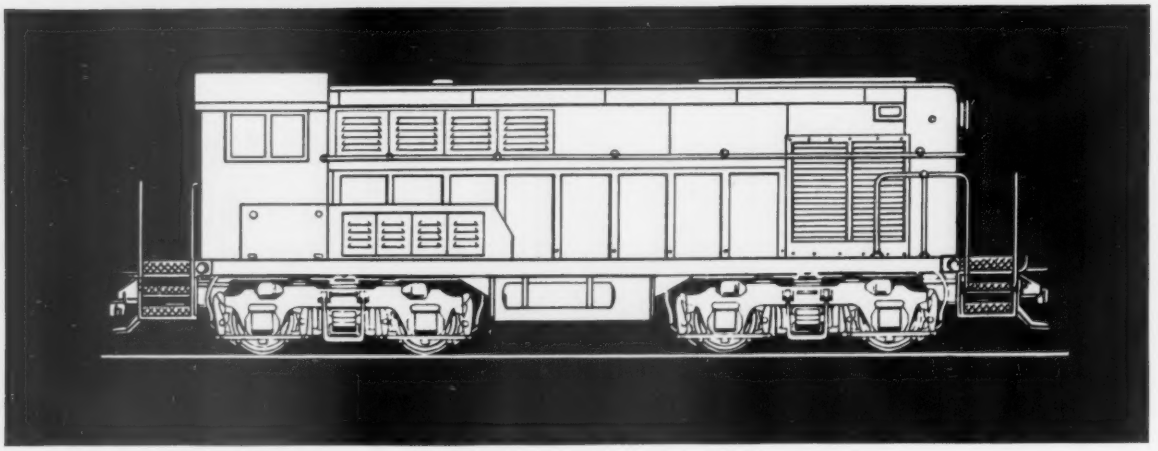
New MGD Exide-Ironclad Diesel locomotive battery



Power for Road Types



Fits Switchers

Here's a battery you can use interchangeably in either of these two basic locomotive types. The new MGD Exide-Ironclad gives you far greater freedom and economy in using your available batteries. Its more efficient design packs more power into the same space. So your new MGD 420 amp-hr battery for road locomotives has the same physical dimensions as present 280 amp-hr batteries, such as are used in switchers.

Make sure you get this MGD Exide-Ironclad versatility next time you buy batteries. New design means actually superior performance and longer life. Saving in materials means extra economy. Beyond question, here is today's outstanding value in a diesel locomotive battery. Write for detailed bulletin. Exide Industrial Division, The Electric Storage Battery Company, Philadelphia 2, Pa.

Exide®

available and determine its potentialities in relation to waste packing. The "newness" of lubricator devices, plus lack of information on proper servicing then available to railroad inspection forces quickly pointed to the necessity of utilizing a device of simplest construction and one which could not readily be made inoperative through the usual inspection routine. Hot boxes were still found on the test cars. It was usually the lubricator that was considered solely responsible, rather than any inadequacy of servicing or other contributory causes. These early applications showed sufficient potential to justify a more extensive and complete study. In midsummer 1953, 63 new cars were equipped with Jeffers lubricators to obtain a comparison of the operation of these cars with the rest of the fleet operating on waste packing. Before completion of the program of 63 cars, five carsets of R-S journal stops were installed with the lubricators to permit observation of this device and determine any merits it might lend to controlling hot boxes. These five cars were placed in service in July 1954.

Data compiled from the time the first of the 63 cars were placed in service starting in July 1953 through December 1954 resulted in the following observations:

1. Approximately three times better operational performance could be expected from lubricator operation than was obtained with waste packing.

2. Modification of the design of the lubricator to provide better oil retention and to maintain the lubricator in a fixed working position was necessary.

3. Displacement of the component parts of journal box assembly was probably more contributive to hot boxes than could readily be determined.

4. Journal bearings on the five journal stop cars were developing a "wear pattern" appreciably different than bearings on other cars.

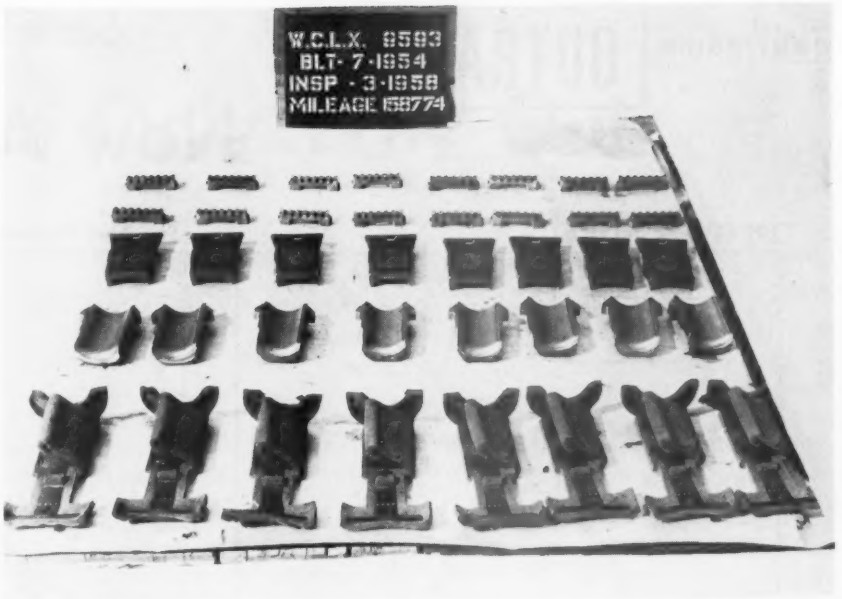
The improved performance on these cars led to application of 100 carsets of the "bolted type" lubricator during late 1954 and early 1955 to a series of cars on which the largest number of cut journal wheels were occurring. Data on these cars compiled through December 1955 showed the bolted lubricator superior to the type originally applied to the 63 cars. The performance, compared with waste packing, appeared to be four or five times better. The same type Jeffers lubricator was installed on 300 WCLX cars in early 1956 and a second group of 300 in early 1957. This provided lubricator operation on all of the old type wood cars during 1957 which were to be retained in service beyond 1958.

A review of the performance of the five cars equipped with R-S journal stops through December 1955 showed only one pair of wheels removed for a cut journal. No bearings were replaced other than changes mandatory with wheel removal. This indicated an unusual operation from other cars of the fleet. The combined WCL and railroad bearing replacements on other cars had occurred at an average of one every 7,582 miles during the twelve month period of 1954 and every 9,045 miles during 1955. This represented a theoretical reduction of bearing replacements on these cars of approximately 11 bearings in 1954 and 24 bearings in 1955.

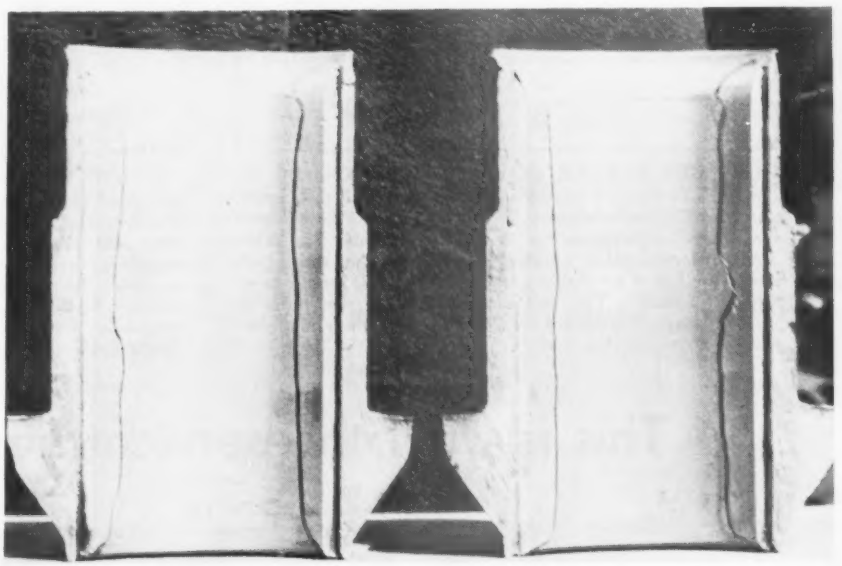
A ten-year program for the WCLX refrigerator fleet in the spring of 1956 called for 400 40-ft steel sheathed cars as a replacement of the old type cars. Jeffers lubricators and R-S journal stops were specified. A subsequent order for 400 additional cars of same size and specifications was placed in 1957.

As of now, there are about 675 old cars equipped with pads and 800 new cars equipped with pads and journal stops, 600 of which were placed in service in 1957. By January 1, 1959 the entire fleet will use pads, 55% with journal stops.

Wilson officials believe that regardless of how much improved the performance on the new cars may be in the months ahead, certain fundamental weakness still remains in the present journal box.



JEFFERS LUBRICATORS, bearings, wedges and stops held up on Wilson car as shown here.



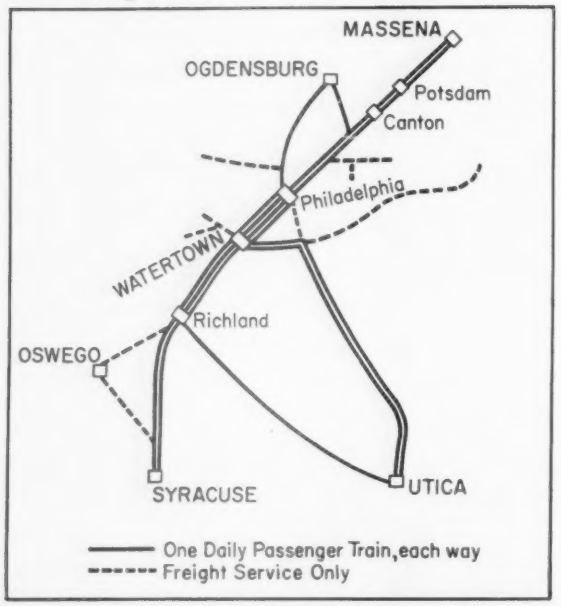
UNIFORM BEARING area is indicated here with etched pattern.

THE CONTINUING **OUTRAGE**

Service Changes Rejected in

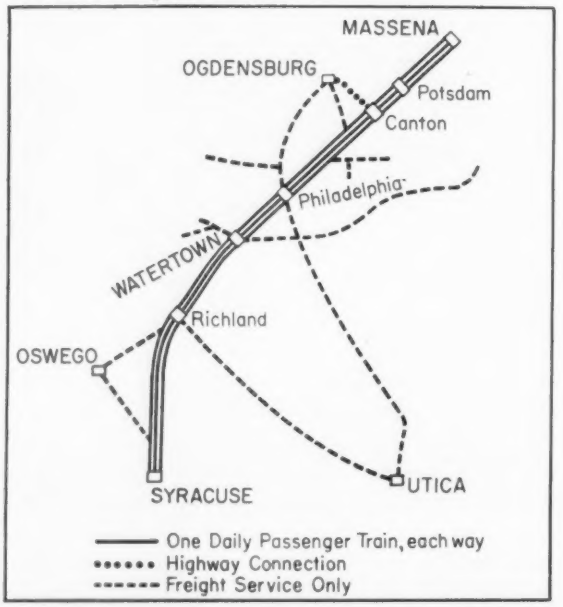
Now Abandonment

The Existing Service . . .



PASSENGER SERVICE on the New York Central's St. Lawrence division "resembles a spider web, with trains running in all directions along the web, but not always where the fly is." As reported in Railway Age, June 18, 1956, St. Lawrence division passenger service ran up an out-of-pocket deficit of $375,000 per year, an overall loss of more than $1,500,000. The railroad went to its customers to find out what they wanted as a basis for wholesale modernization of the service.

The 1956 Proposal . . .



"MODERN APPROACH" to area's passenger problems was proposed by New York Central in 1956. Trains would be concentrated on the division's "main line" between Syracuse and Massena. Elimination of the virtually unused branches would have given the railroad a fighting chance to check its passenger losses in the area and retain the service. Saving of about 170,000 train miles a year, plus increased patronage hoped for with modernized service, might have eliminated the out-of-pocket deficit.

This is what the service they couldn't drop has

'56 Might Have Saved the Day

Looks Like the Only Way Out

The New York Central Railroad is requesting permission from the New York State Public Service Commission to drop its heavily losing St. Lawrence Division passenger service.

Commenting on the road's request filed April 14, Ernest C. Nickerson, vice-president, passenger sales and service, noted that the trains involved lost $193,000 out-of-pocket in 1957.

"This is no phantom deficit," Mr. Nickerson said. "It reflects only the difference between revenues produced by these trains and the direct costs of operating them. It does not include the cost of maintaining our rights-of-way, or taxes imposed by counties, cities and towns in the North Country on property used by both freight and passenger trains. If the full costs were added, the deficit incurred would be substantially higher."

At the present time, St. Lawrence division passenger service consists of two round trips between Syracuse and Massena, a round trip between Utica and Watertown, and a round trip between Utica and Ogdensburg.

Trains 675 and 676 are operated daily except Sunday as a round trip between Utica and Watertown. The average passengers per day on train 675 has fallen from 18.0 to 14.8 between 1955 and 1957. On train 676, the average dropped from 16.2 to 11.2. What these figures mean is shown graphically in the pictures at the bottom of this page.

Efforts to Save the Business Failed

The New York Central made a careful study in 1956 of existing and potential business in New York State's "North Country."

The result was a proposal to concentrate service on the St. Lawrence—Massena "main line" and to eliminate the heavy mileage of little used branches. To help get new patronage, the line's proposal included the addition of two new trains between Syracuse and Massena. Plans included additional sleeping cars, lounge services and a set-out sleeper at Watertown.

The proposals for improving the service were made as part of a package; they were dependent on the railroad being given permission to take advantage of the operating economies involved in rearranging its service. (The program would have allowed the discontinuance of almost 330,000 train miles annually—a $1,200,000 saving.)

As Railway Age reported at the time, the NYC petition was filed June 22, 1956. After public hearings in July and August, the state Public Service Commission announced its decision October 16. Only part of the package was approved. So many parts of the old operation were continued that it was impossible to effect the consolidated features designed to improve the service, or to add the additional trains.

Today, the request before the PSC is to discontinue all North Country passenger service.

Who won by the PSC's decision in 1956?

looked like for the past two years . . .

. . . NO passengers

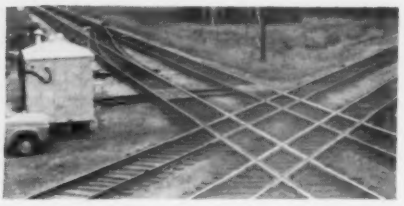
CNR Untangles Winnipeg Snarl

A major interlocking project just completed has eliminated numerous train stops and operating delays for the Canadian National at Winnipeg. The layout includes switches and signals at the east end of the passenger station, at a railroad crossing and at six junctions or ends of yards. Involved are important-traffic lines to Toronto-Montreal and Fort Frances. Controlling the whole network is a single interlocking machine at the station. Looking ahead, the CNR has arranged this machine so it can be expanded to control the area west of the station in a subsequent development. Right now, the road is reaping the benefits of better railroading and improved safety conditions—with reduced operating costs.

INTERLOCKING includes depot east end

SWITCH TENDERS eliminated

MECHANICAL plant remote controlled



Here's where these interlocking plant changes were made

The switches at the east end of the Winnipeg station used to be operated by switchtenders, with a block operator on duty. Now revised, this layout today includes five interlocked single switches, four interlocked crossovers, two hand-throw single switches with electric locks, and 27 home signals. At the terminal cut-off junction, where switches were hand-thrown and wire-pull signals used to direct train movements, an interlocking is installed including six home signals, two single switches and three crossovers.

At the west end of the Transcona yard, the switches in the King street area were hand-thrown by switchtenders. Signals were controlled by a panel in an office. This area now includes five power single switches, two crossovers, and nine home signals. Further westward, the crossover and junction switch at Beach Junction lead to a branch line extending 70.2 miles to Victoria Beach on Lake Winnipeg. This crossover and switch were formerly operated by hand-throw stands, equipped with electric locks controlled from the panel in the block office at King street. This layout now includes one power single switch and one power crossover, and five home signals.

Switches in the Transcona yard area, whence single track runs east to Toronto-Montreal, were hand-thrown by trainmen. An operator was on duty at the Transcona yard office. The new interlocking has two power switches and four home signals.

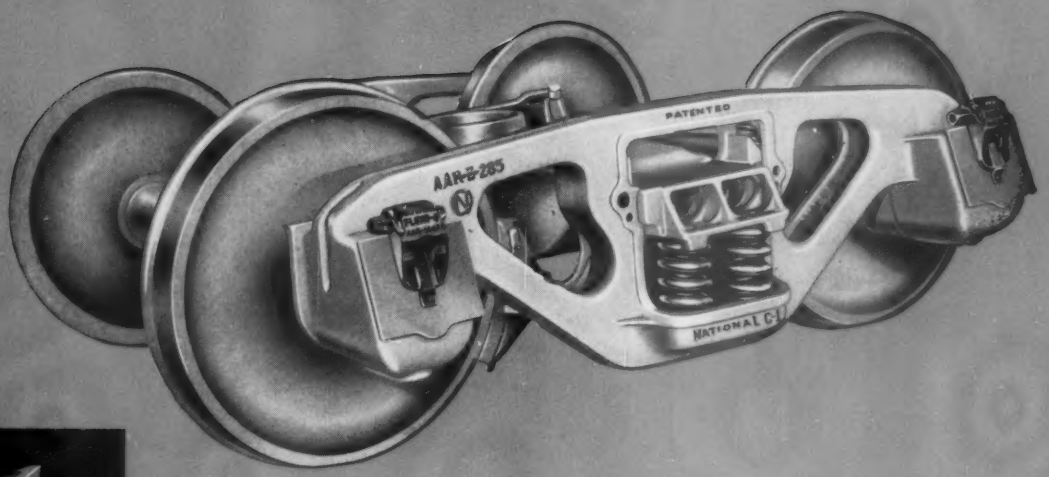
From the terminal cut-off junction, a line branches off through St. Boniface, on the route to Fort Frances. This is double track to Paddington. Formerly a crossing with the Canadian Pacific at St. Boniface was protected by a mechanical interlocking with a leverman on duty all the time. This mechanical plant was replaced with electrical equipment, and one new crossover was added between the CNR tracks.

McArthur cut-off extends from King street area to McArthur Junction. Formerly the switches at this junction were hand-thrown by trainmen. The new layout at this junction includes three power crossovers, one power single switch and seven home signals. This cut-off crosses the single-track railway known as the Greater Winnipeg Water District. Previously this crossing was not interlocked—trains stopped before passing over. As part of the new project, interlocking home signals were installed. Signals on the CN will clear automatically when a route is lined over the cut-off from King street or McArthur Junction. Train speeds are under 20 miles per hour.

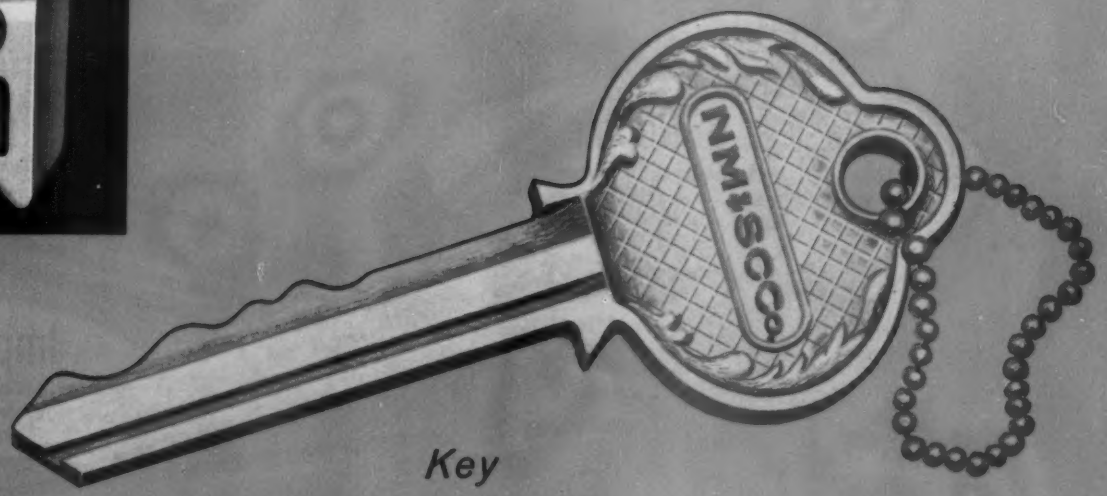
Paddington yard is south of the main tracks between McArthur Junction and Paddington. The end of double-track switch at Paddington was previously equipped with a hand-throw stand operated by trainmen. The new layout at Paddington includes a power switch and three home signals. Electric locks were added at nine main-track hand-throw switches between the terminal cut-off and Paddington, and also at one switch between King street and Transcona.

These layouts include a total of 20 single power switches, 14 power crossovers, 12 electric locks on hand-throw switches, 75 home signals and 18 automatic signals which serve also as approach signals. Train movements are authorized and directed by signal indication. On the double-track sections, signaling is arranged for train movements either direction on each track.

This project was planned and constructed by Canadian National forces, under the direction of L. W. Matson, signal engineer, Western region, and under the jurisdiction of E. P. Stephenson, signal engineer, system. The signaling equipment was furnished by General Railway Signal Company.



THE WEDGE



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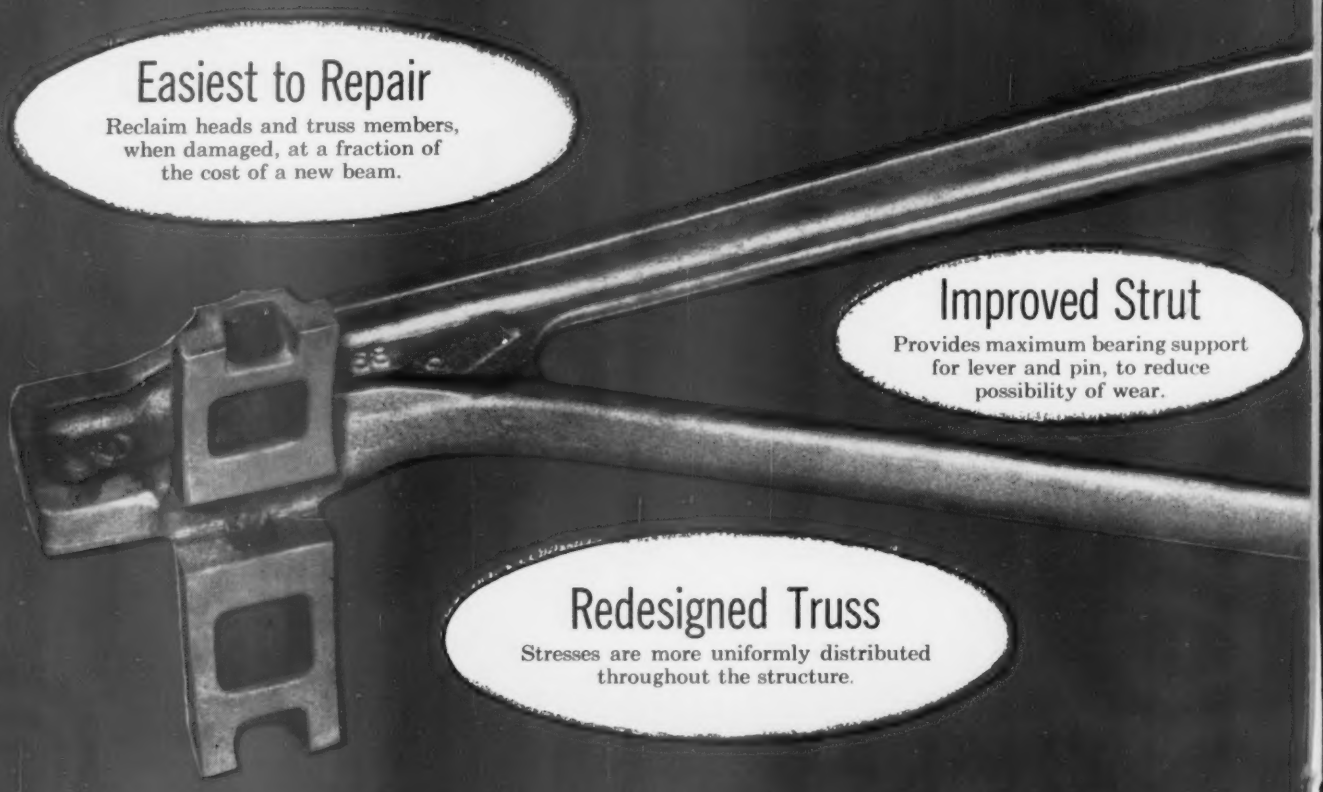

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GEARED TO PROGRESS P R I MEMBER

How to Open the Work Rules Trap

Presidential Commission Needed

To the Editor:

In the discussion of the railroads' working rules problem in your March 24 issue, you neglected to mention the most obvious action which could be taken to progress a solution.

I refer to the recommendation made to President Eisenhower four years ago by an emergency board appointed to settle a dispute with train service employees (see your issue of April 4, 1955, p. 7). This board urged that a special "commission" be established to prepare a "revised and modernized wage structure for the operating classifications."

The board was made up of men of unusually high caliber—a state chief justice, a prominent newspaper publisher and an able economics professor. It pointed out that initiative for appointing such a wage-structure commission could properly come from either the railroads, the unions, or some governmental authority, including the President.

This working rules business is one in which both unions and managements are too deeply involved to expect either of them to be objective about it. Finding a reasonable solution—fair to both parties and to the public interest—could be looked for from a group of able and disinterested citizens, and probably nowhere else. The President should name such a commission at once—or ask Congress or the ICC to do so.

Analyst

Less Acquiescence Wanted

Norfolk, Va.

To the Editor:

I was very much interested in carefully reading the article appearing in the Railway Age of March 24, on "The Work Rules Trap" and particularly the quotation from the statement by Mr. J. M. Hood, president of the Short Line Association, appearing on page 19. I am heartily in accord with what he said.

In the past I have been closely associated with some of the Carriers' Conference Committees handling wage, rules and vacation demands of the brotherhoods, and have been amazed at some of the concessionary rules and wage demands to which our representatives acquiesced.

Many of these negotiations are protracted over months, and very few railroads can release officers who have the experience and know-how for such long periods, away from the property, so that in some instances the representatives who can be released are those who, while on the active payroll, are actually pensioned.

I was also interested in the statement on page 22 with reference to the referee decisions, rendered very often in the early days by college professors who had no knowledge of how a railroad is run. Yet even some of the later referees consisting of learned judges and attorneys have also distorted the rules far from their original meaning.

Again, we have had attorneys on our railroad wage committees, without any practical railroad knowledge of the intent of the rules, or any concept of the far-reaching effects of some of the brotherhood proposals. They have been a party not only to distorting rules already in existence, but in acquiescing in proposed rules of a most restrictive nature.

I heartily endorse what you have to say on the Action Page, titled "How to Open the Trap."

R. F. Haley
Director of Personnel
Norfolk Southern

Appropriate Spirit

Philadelphia, Pa.

To the Editor:

Your Railway Age of March 24 is one of the ablest and most timely ever issued. No one can expect government to help the railroads if they don't help themselves. No one can expect taxpayers to subsidize railroad commuter operations if burdened with costly working rules. Whenever there are more employees than needed, business will go to the competitor with a more productive labor force.

A prosperous company must be recognized as the keystone to job security and employee prosperity. If "make-work" rules, subsidies and foolish regulation prevent competitive pricing and service, the business goes elsewhere.

I liked best the spirit of your issue. You realize that this is no time for name-calling but of much constructive hard work. Feather-bedding never made a company, an industry or a nation great. . . .

Railroader

Facts Need Telling

Raleigh, N. C.

To the Editor:

The special staff report, "The Work Rules TRAP," carried in March 24 Railway Age, is truly an eye opener and presented in a most excellent manner.

The observation that the problem is primarily one to be resolved by management and labor is true; however, the pertinent facts as so aptly presented in these articles I should think could be of immeasurable help to the railroad industry in further explaining their undesirable position in this era of keen business competition.

Emmett H. Durham
General Agent
Atlantic Coast Line

Good Job, Long Overdue

Denver, Colo.

To the Editor:

My sincere congratulations on your issue of March 24, and your special report on survival. You have done something that should have been done by some of us years ago, and even now I am sure it is going to do the industry a lot of good.

R. K. Bradford, Vice-Pres.
Denver & Rio Grande Western

Editors Please Copy

Tawas City, Mich.

To the Editor:

May I take this opportunity to compliment the staff of Railway Age on the fine handling of the special report covering "The Work Rules TRAP" which appeared in the March 24 issue of your magazine. There are millions of people in this country who know nothing about the situation as described in this article and it is my opinion that an article similar to this should appear in every news periodical.

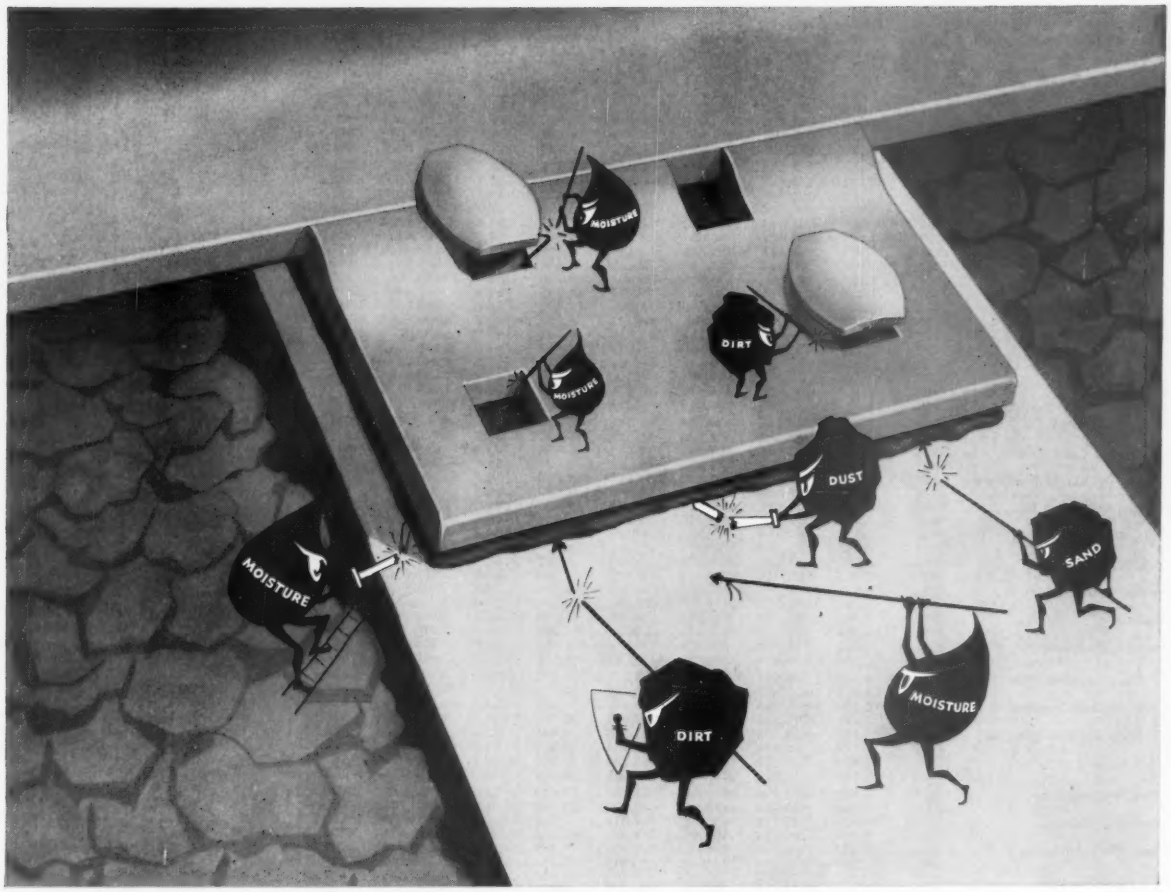
Charles A. Pinkerton, Jr., Pres.
Detroit & Mackinac

Philadelphia, Pa.

To the Editor:

Your special report entitled "Survival" in the March 24 Railway Age is a timely approach to the railroad problem. The contents of this Special Report certainly contain plenty of food for thought. You are to be congratulated.

E. P. Gangewere
Vice President, Reading Co.



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Freight Operating Statistics of Large Railroads—Selected Items

Region, Road and Year		Miles of road operated	Train miles	Locomotive Miles: Principal and helper	Locomotive Miles: Light	Car Miles: Loaded (thousands)	Car Miles: Per cent loaded	Ton-miles (thousands): Gross excl.locos & tenders	Ton-miles (thousands): Net rev. and non-rev.	Road-locos on lines: Serviceable: Unstored	Road-locos on lines: Serviceable: Stored	Road-locos on lines: Per cent: B. O.	Road-locos on lines: Per cent: B. O.
New England Region													
Boston & Maine	1958	1,559	219,104	219,114	4,114	8,015	59.2	571,838	215,091	73	2	3	3.8
	1957	1,560	253,324	260,173	11,900	9,279	65.0	623,655	254,227	71	..	..	..
Maine Central	1958	944	93,492	93,822	2,133	2,847	59.2	206,794	81,581	32	..	1	3.0
	1957	944	102,874	103,254	1,962	3,075	61.8	215,041	87,767	32	..	4	11.1
N. Y., N. H. & Htfd	1958	1,739	226,068	226,068	13,555	9,279	60.3	632,813	242,483	79	..	9	10.2
	1957	1,739	256,938	256,944	19,863	10,608	65.7	676,349	266,590	84	..	11	11.6
Great Lakes Region													
Delaware & Hudson	1958	764	155,953	158,657	3,050	7,556	59.4	564,173	271,353	35	..	3	7.9
	1957	771	179,633	185,014	6,982	9,440	69.5	673,876	365,666	40	..	2	4.8
Del., Lack. & Western	1958	927	238,997	247,112	13,963	10,413	63.4	712,099	292,602	54	4	4	6.5
	1957	962	291,854	305,631	28,069	12,413	67.9	824,852	360,875	65	..	..	..
Erie	1958	2,207	501,944	504,632	11,138	27,008	64.8	1,726,691	656,041	166	5	2	1.2
	1957	2,207	593,674	601,660	18,996	30,945	68.0	1,947,636	785,548	169	..	2	1.2
Grand Trunk Western	1958	951	216,171	223,138	1,487	7,198	58.7	518,680	202,589	50	9	17	22.4
	1957	951	263,884	271,744	2,291	8,456	60.3	603,857	243,421	50	1	16	23.9
Lehigh Valley	1958	1,117	191,560	194,328	3,801	8,178	62.0	574,064	252,091	33	..	1	2.9
	1957	1,134	224,845	228,382	10,911	9,865	64.9	682,496	311,062	33	..	1	2.9
New York Central	1958	10,570	1,997,125	2,006,868	73,794	77,455	55.9	5,889,685	2,528,115	464	31	18	3.5
	1957	10,565	2,316,291	2,338,363	98,772	91,728	59.1	6,696,725	2,943,697	548	3	43	7.2
New York, Chic. & St. L.	1958	2,155	583,863	598,438	3,925	25,382	60.5	1,833,807	768,427	145	8	8	5.0
	1957	2,155	734,385	749,328	8,626	29,867	64.5	2,118,024	936,970	174	..	20	10.3
Pitts. & Lake Erie	1958	221	55,788	55,788	..	1,813	57.2	167,424	97,621	17	..	2	10.5
	1957	221	70,053	70,107	..	2,789	63.1	242,474	145,178	12	..	1	7.7
Wabash	1958	2,379	460,171	460,239	3,826	19,619	60.6	1,362,515	517,210	117	..	..	..
	1957	2,379	523,949	523,949	6,214	22,465	64.6	1,497,715	589,525	110	..	3	2.7
Central Eastern Region													
Baltimore & Ohio	1958	5,830	1,317,544	1,420,434	88,185	49,132	58.2	4,315,552	1,991,785	410	77	42	7.9
	1957	5,897	1,651,482	1,835,988	157,311	65,786	61.0	5,065,386	2,410,787	470	13	89	15.6
Bessemer & Lake Erie	1958	208	27,494	27,261	6	733	67.0	70,685	42,661	11	3	1	6.7
	1957	208	34,298	35,331	31	1,136	67.7	114,889	72,079	13	1	..	..
Central RR Co. of New Jersey	1958	612	112,164	113,388	5,612	4,069	60.4	324,477	166,902	63	..	3	4.5
	1957	612	133,003	134,015	6,685	4,762	62.8	374,548	196,629	65	..	5	7.1
Chicago & Eastern Ill.	1958	863	126,039	126,039	3,020	4,937	61.0	388,648	191,146	25	..	3	10.7
	1957	862	125,812	125,812	3,142	5,526	63.6	410,132	198,356	28	..	3	9.7
Elgin, Joliet & Eastern	1958	236	69,699	70,329	..	1,989	59.2	167,732	89,091	36	5	2	4.7
	1957	236	93,143	94,075	..	2,740	60.0	228,040	119,875	37	..	3	7.5
Long Island	1958	345	21,366	21,366	6,493	167	52.7	12,754	5,543	12	..	..	..
	1957	345	23,414	23,414	7,069	200	50.5	15,562	6,639	12	..	..	..
Pennsylvania System	1958	9,891	2,566,217	2,708,853	173,823	101,298	58.9	7,710,704	3,387,331	729	134	138	13.8
	1957	9,914	3,047,871	3,230,007	225,584	118,208	62.9	8,734,355	4,027,291	861	21	187	17.5
Reading	1958	1,302	328,380	330,526	7,397	11,934	56.1	1,059,994	549,545	159	14	13	7.0
	1957	1,303	383,073	386,427	14,676	14,366	60.6	1,216,391	650,618	171	2	21	10.8
Western Maryland	1958	845	154,270	159,521	8,264	6,066	59.9	543,673	306,574	50	4	..	..
	1957	846	178,653	185,331	10,262	6,959	59.3	617,403	344,861	44	..	..	..
Pocahontas Region													
Chesapeake & Ohio	1958	5,067	1,246,544	1,251,705	23,337	53,695	54.0	4,924,033	2,660,311	608	15	8	1.3
	1957	5,067	1,455,927	1,461,581	26,986	59,738	55.9	5,327,623	2,927,639	594	7	77	11.4
Norfolk & Western	1958	2,109	646,950	702,601	58,222	31,392	53.8	3,096,779	1,668,461	210	58	9	3.2
	1957	2,110	775,264	836,060	68,951	36,965	56.7	3,547,646	1,948,120	33	1	20	7.9
Rich. Fred. & Potomac	1958	110	39,035	39,035	853	2,361	58.9	166,218	64,550	14	..	1	6.7
	1957	110	44,484	44,484	926	2,865	64.2	189,230	73,467	15	..	..	..
Virginian	1958	608	159,351	161,976	4,253	2,088	52.1	803,015	449,845	56	9	10	13.3
	1957	611	172,022	175,052	4,931	2,645	54.0	837,014	473,344	57	1	8	12.1
Southern Region													
Atlantic Coast Line	1958	5,282	672,850	672,859	6,207	22,652	55.3	1,780,983	770,961	117	14	1	.8
	1957	5,283	858,034	858,034	10,431	25,903	58.5	1,948,795	852,014	136	..	4	2.9
Central of Georgia	1958	1,730	193,723	193,723	2,038	7,405	63.7	545,309	262,271	32	..	4	11.1
	1957	1,731	196,494	196,494	1,922	7,742	67.5	545,047	263,135	33	..	2	5.7
Cinn., New Orleans & T. P.	1958	334	126,675	126,675	831	7,579	57.8	516,204	205,073	22	..	6	21.4
	1957	336	141,492	141,492	418	8,653	63.6	552,401	229,413	27	..	4	12.9
Florida East Coast	1958	571	125,025	125,025	84	3,952	55.0	304,355	109,806	52	..	..	..
	1957	571	154,947	154,947	103	4,820	52.8	378,872	130,017	51	..	..	..
Gulf, Mobile & Ohio	1958	2,717	262,266	262,266	194	13,944	64.8	999,381	473,419	86	..	5	5.5
	1957	2,717	275,553	275,553	364	15,170	68.8	1,045,622	502,027	85	..	6	6.6
Illinois Central	1958	6,497	1,021,102	1,021,102	28,380	43,354	58.3	3,300,043	1,486,673	239	62	67	18.2
	1957	6,503	1,190,680	1,190,823	32,987	48,712	62.3	3,582,244	1,672,089	308	11	69	17.8
Louisville & Nashville(*)	1958	5,680	1,036,459	1,038,487	19,195	35,292	56.6	2,834,943	1,385,050	148	..	5	3.3
	1957	5,697	1,063,388	1,068,938	18,629	38,354	63.0	2,870,429	1,454,315	182	..	7	3.7
Seaboard Air Line	1958	4,049	621,346	621,346	2,296	23,582	57.1	1,838,274	802,051	140	..	6	4.1
	1957	4,051	704,793	704,793	3,343	26,735	62.3	1,959,420	878,584	153	..	7	4.4
Southern	1958	6,249	839,418	839,609	8,596	37,379	60.8	2,645,490	1,179,904	196	..	15	7.1
	1957	6,251	881,841	881,901	10,544	41,235	65.4	2,780,123	1,278,321	189	10	6	2.9
Northwestern Region													
Chicago & North Western(†)	1958	9,296	786,249	786,249	7,560	28,639	59.5	2,184,333	1,002,365	156	6	10	5.8
	1957	9,340	822,981	823,989	9,948	30,889	64.7	2,199,360	928,635	168	6	5	2.9
Chicago Great Western	1958	1,437	133,961	133,961	179	6,719	65.1	474,825	217,445	28	..	2	6.7
	1957	1,437	135,412	135,412	200	7,185	69.2	488,225	228,496	31	..	1	3.1
Chic., Milw., St. P. & Pac.	1958	10,583	842,942	853,664	14,191	35,149	59.9	2,557,024	1,126,809	285	6	10	3.3
	1957	10,621	893,419	905,843	18,453	37,653	63.1	2,623,477	1,163,136	281	1	19	6.3
Duluth, Missabe & Iron Range	1958	565	29,130	29,142	162	569	49.8	47,092	21,128	33	50	25	23.1
	1957	566	35,900	35,939	448	724	48.7	62,070	28,804	19	32	22	30.1
Great Northern	1958	8,262	893,806	896,529	21,253	35,535	66.3	2,529,265	1,162,206	245	29	2	.7
	1957	8,273	1,095,268	1,098,957	32,562	37,788	70.4	2,625,491	1,256,886	228	74	39	11.4
Minneap., St. P. & S. St. Marie	1958	4,169	402,644	403,464	1,090	12,304	62.3	832,015	378,207	82	8	3	3.2
	1957	4,169	380,635	382,114	1,479	12,114	65.5	893,402	388,260	84	5	4	4.3
Northern Pacific	1958	6,533	696,361	706,430	11,837	28,928	66.5	1,996,151	907,261	213	49	4	1.5
	1957	6,536	810,236	826,815	20,608	30,615	65.1	2,145,313	965,059	222	57	26	8.5
Spokane, Portland & Seattle	1958	944	124,658	124,658	1,142	5,255	72.0	357,701	171,833	56	..	1	1.8
	1957	944	140,474	140,474	1,312	5,391	69.0	378,425	179,649	53	..	1	1.9
Central Western Region													
Atch., Top. & S. Fe (incl. G. D. & S. F. and P. & S. F.)	1958	13,150	2,087,809	2,217,247	43,925	96,008	61.6	6,867,723	2,605,094	534	53	91	13.4
	1957	13,172	2,408,554	2,525,871	44,792	108,419	61.8	7,608,986	2,834,918	556	48	63	9.4
Chic., Burl. & Quincy	1958	8,724	964,437	962,105	22,771	42,642	62.7	2,978,578	1,281,355	137	42	52	22.5
	1957	8,765	1,037,184	1,031,922	26,679	44,557	65.7	3,033,594	1,332,361	153	42	29	12.0
Chic., Rock I. & Pac.	1958	7,614	901,206	904,072	1,963	35,995	58.5	2,682,467	1,075,039	178	..	8	4.3
	1957	7,581	964,690	968,029	1,391	37,131	61.9	2,673,705	1,101,621	170	..	5	2.9
Denver & R. G. Wn.	1958	2,155	250,475	270,042	21,795	12,040	69.6	846,222	414,422	79	11	6	6.3
	1957	2,155	283,201	303,163	31,321	13,405	70.3	954,813	472,726	73	8	6	6.9
Southern Pacific	1958	8,035	1,738,387	1,815,511	86,490	83,331	62.2	5,798,918	2,330,594	614	113	64	8.1
	1957	8,038	1,858,774	1,938,187	90,942	86,736	65.0	5,923,253	2,483,812	591	124	57	7.4
Union Pacific	1958	9,753	1,825,918	1,861,624	60,135	86,880	62.0	6,095,521	2,521,270	309	152	67	12.7
	1957	9,786	2,183,749	2,237,909	89,625	95,688	62.2	6,728,057	2,829,446	405	63	101	17.8
Western Pacific	1958	1,190	203,334	218,612	14,752	9,286	70.2	632,372	296,782	46	..	..	..
	1957	1,190	210,209	226,288	10,535	9,262	70.1	608,876	275,263	47	..	1	2.1
Southwestern Region													
Kansas City Southern	1958	886	139,539	139,565	47	7,981	62.8	616,556	282,655	28	..	1	3.4
	1957	886	150,914	150,945	301	8,912	68.3	647,334	303,985	27	..	1	3.6
Louisiana & Arkansas	1958	746	76,435	76,435	5	3,832	60.7	308,804	142,231	20	..	..	..
	1957	746	95,200	95,200	9	4,238	64.3	329,842	155,659	19	..	..	..
Mo.-Kans.-Texas Lines	1958	3,059	230,520	230,520	2,329	11,423	62.1	805,908	362,923	77	..	2	2.5
	1957	3,172	383,366	383,366	4,024	15,182	63.6	1,024,445	372,146	80	..	..	..
Missouri Pacific	1958	9,585	1,141,313	1,141,313	8,861	50,789	61.7	3,714,498	1,611,306	215	14	23	9.1
	1957	9,662	1,232,834	1,232,834	9,949	55,565	62.9	3,955,595	1,734,464	327	..	48	12.8
Texas & Pacific	1958	1,822	296,913	296,913	3,628	15,011	59.7	1,115,528	406,135	41	..	2	4.7
	1957	1,822	318,131	318,131	5,700	16,123	61.8	1,199,831	458,071	46	..	1	2.1
St. Louis-San Francisco	1958	4,558	562,207	562,207	5,324	21,134	63.2	1,472,033	655,933	100	..	8	7.4
	1957	4,573	621,129	621,129	5,959	24,101	66.4	1,625,074	734,832	95	..	12	11.2
St. Louis-San Fran. & Texas.	1958	141	16,875	16,875	65	557	58.6	42,404	19,205	2	..	..	..
	1957	154	19,987	19,987	..	700	58.7	52,556	23,499	2	..	..	..
St. Louis Southw. Lines	1958	1,554	304,591	304,609	1,510	14,582	61.9	991,082	443,027	53	..	1	1.9
	1957	1,554	345,307	345,329	1,654	16,118	65.9	1,053,325	470,851	52	..	1	1.9
Texas & New Orleans	1958	4,271	594,998	594,998	630	26,904	58.6	2,021,054	848,702	137	..	1	.7
	1957	4,285	656,426	656,426	799	27,818	62.6	1,989,605	851,163	135	..	1	.7

For the Month of January 1958 Compared with January 1957

Region	Road and Year	Freight cars on line: Home	Foreign	Total	Per Cent B. O.	G.t.m.per train-hr. excl.locos. and tenders	G.t.m.per train-mi. excl.locos. and tenders	Net ton-mi. per train-mile	Net ton-mi. per l'd car-mile	Net ton-mi. per car-day	Car miles per car-day	Net] daily ton-mi. per road-mi.	Train-miles per train-hour	Miles per loco. per day
New England Region	Boston & Maine 1958	3,408	7,374	10,782	1.7	39,508	2,614	983	26.8	658	41.4	4,451	15.1	101.3
	1957	1,346	9,364	10,710	1.7	35,721	2,471	1,007	27.4	780	43.8	5,257	14.5	141.7
	Maine Central 1958	2,505	2,528	5,033	4.5	32,086	2,217	875	28.7	517	30.5	2,788	14.5	110.2
	1957	1,899	3,988	5,887	2.2	26,840	2,094	855	28.5	506	28.7	2,999	12.8	110.7
	N. Y., N. H. & Htfd 1958	3,996	10,921	14,917	2.7	43,069	2,799	1,073	26.1	526	33.4	4,498	15.4	107.1
	1957	2,331	13,686	16,017	3.0	41,216	2,632	1,038	25.1	533	32.2	4,945	15.7	117.1
Great Lakes Region	Delaware & Hudson 1958	6,814	4,583	11,397	3.7	62,931	3,638	1,750	35.9	775	36.3	11,457	17.4	150.0
	1957	2,019	7,038	9,057	4.4	61,056	3,770	2,046	38.7	1,264	47.0	15,299	16.3	161.9
	Del., Lack. & Western 1958	7,386	9,684	17,070	5.7	52,534	3,029	1,245	28.1	568	31.9	10,182	17.6	152.3
	1957	4,186	13,476	17,662	2.5	49,714	2,867	1,254	29.1	677	34.3	12,101	17.6	181.0
	Erie 1958	12,827	14,611	27,438	4.6	69,777	3,472	1,319	24.3	794	50.4	9,589	20.3	108.7
	1957	5,982	21,359	27,341	2.6	65,267	3,306	1,333	25.4	908	52.6	11,482	19.9	129.9
	Grand Trunk Western 1958	6,181	6,678	12,859	6.4	54,437	2,420	945	28.1	491	29.7	6,872	22.7	103.3
	1957	4,101	9,472	13,573	6.4	47,399	2,308	930	28.8	584	33.7	8,257	20.7	134.4
	Lehigh Valley 1958	6,422	8,008	14,430	6.8	65,101	3,015	1,324	30.8	576	30.1	7,280	21.7	205.6
	1957	4,216	9,704	13,920	5.0	67,162	3,066	1,397	31.5	713	34.9	8,849	22.1	244.8
	New York Central 1958	82,790	64,988	147,778	4.2	52,337	2,977	1,278	32.6	564	30.9	7,715	17.7	151.1
	1957	48,446	87,615	136,061	2.7	47,465	2,942	1,293	32.1	669	35.3	8,988	16.4	154.6
	New York, Chic. & St. L. 1958	14,727	9,059	23,786	9.0	57,616	3,178	1,332	30.3	1,060	57.8	11,503	18.3	131.2
	1957	8,012	17,588	25,600	6.1	50,572	2,943	1,302	31.4	1,250	61.7	14,025	17.5	138.8
	Pitts. & Lake Erie 1958	8,940	3,138	12,078	10.6	51,931	3,029	1,766	53.8	253	8.2	14,249	17.3	113.5
	1957	3,643	8,738	12,381	6.2	50,170	3,471	2,078	52.1	384	11.7	21,191	14.5	177.1
	Wabash 1958	9,698	10,537	20,235	5.8	65,052	2,969	1,127	26.4	831	52.0	7,013	22.0	135.3
	1957	8,703	11,236	19,939	3.5	61,974	2,870	1,130	26.2	951	56.1	7,994	21.7	160.8
Central Eastern Region	Baltimore & Ohio 1958	63,212	37,702	100,914	8.8	51,771	3,323	1,533	40.5	638	27.0	11,021	15.8	96.8
	1957	44,286	57,655	101,941	3.1	47,434	3,124	1,487	36.6	775	36.6	13,188	15.5	117.8
	Bessemer & Lake Erie 1958	9,461	353	9,841	7.4	45,108	2,779	1,677	58.2	144	3.7	6,616	17.5	67.9
	1957	3,895	864	4,759	12.8	54,735	3,556	2,231	63.4	442	10.3	11,179	16.3	97.4
	Central RR Co. of New Jersey 1958	4,378	8,290	12,668	10.9	43,023	3,012	1,549	41.0	417	16.8	8,797	14.9	81.8
	1957	2,195	10,790	12,985	6.6	43,386	2,962	1,555	41.3	486	18.7	10,364	15.4	88.6
	Chicago & Eastern Ill. 1958	3,591	2,614	6,205	12.1	57,912	3,102	1,526	38.7	1,015	43.0	7,145	18.8	152.5
	1957	2,041	4,182	6,223	9.4	57,177	3,280	1,586	35.9	1,000	43.8	7,423	17.5	140.8
	Elgin, Joliet & Eastern 1958	8,358	5,300	13,658	5.5	21,710	2,540	1,349	44.8	214	8.3	12,178	9.0	71.2
	1957	7,071	13,102	20,173	5.9	18,602	2,577	1,355	43.8	199	7.6	16,385	7.6	100.2
	Long Island 1958	..	2,586	2,586	.6	5,057	609	265	33.2	63	3.6	518	8.5	111.7
	1957	..	3,100	3,100	.6	5,242	686	293	33.2	62	3.7	621	7.9	127.4
	Pennsylvania System 1958	130,296	62,377	192,673	11.2	54,365	3,075	1,351	33.4	566	28.7	11,047	18.1	100.0
	1957	107,067	89,078	196,145	7.4	49,387	2,945	1,358	34.1	663	30.9	13,104	17.2	114.9
	Reading 1958	19,398	16,364	35,762	7.0	52,198	3,228	1,674	46.0	502	19.5	13,615	16.2	68.1
	1957	11,473	26,037	37,510	2.2	49,255	3,175	1,698	45.3	565	20.6	16,107	15.5	80.7
	Western Maryland 1958	9,169	2,785	11,954	2.0	52,912	3,601	2,031	50.5	829	27.4	11,704	15.0	112.1
	1957	5,208	4,369	9,577	2.4	49,932	3,527	1,970	49.6	1,152	39.2	13,150	14.4	146.9
Pocahontas Region	Chesapeake & Ohio 1958	72,689	20,934	93,623	1.6	74,866	3,972	2,146	49.5	914	34.1	16,936	19.0	70.8
	1957	51,444	29,375	80,819	.7	67,953	3,679	2,022	49.0	1,179	43.1	18,638	18.6	76.7
	Norfolk & Western 1958	49,942	7,678	57,620	1.1	84,204	4,914	2,648	53.1	929	32.5	25,520	17.6	98.5
	1957	38,053	10,680	48,733	1.4	79,678	4,705	2,584	52.7	1,263	42.3	29,783	17.4	129.5
	Rich. Fred. & Potomac 1958	188	745	933	.8	98,064	4,263	1,643	27.1	2,380	148.9	18,783	23.0	89.2
	1957	65	1,012	1,077	1.3	89,513	4,263	1,655	25.6	2,101	127.6	21,545	21.0	104.7
	Virginian 1958	14,465	2,312	16,777	2.3	72,711	1,157	2,889	55.6	879	30.4	23,867	14.4	76.0
	1957	10,248	2,346	12,594	1.2	68,552	4,959	2,804	54.8	1,196	40.5	24,990	14.1	97.1
Southern Region	Atlantic Coast Line 1958	25,165	14,249	39,414	3.3	46,990	2,655	1,149	34.0	613	32.6	4,708	17.8	183.8
	1957	19,273	18,511	37,784	4.4	43,248	2,282	998	32.9	734	38.1	5,202	19.0	216.6
	Central of Georgia 1958	4,778	4,327	9,105	3.7	48,754	2,819	1,356	35.4	940	41.7	4,890	17.3	193.9
	1957	2,443	6,479	8,922	2.7	49,694	2,778	1,341	34.0	1,003	43.7	4,904	17.9	195.6
	Cinn., New Orleans & T. P. 1958	671	6,011	6,682	1.4	96,289	4,097	1,628	27.1	1,039	66.4	19,806	23.6	152.7
	1957	312	4,969	5,281	..	89,443	3,919	1,628	26.5	1,550	91.9	22,025	22.9	145.4
	Florida East Coast 1958	635	3,571	4,206	.8	39,790	2,437	879	27.8	710	46.5	6,203	16.3	84.1
	1957	297	4,868	5,165	.4	37,643	2,451	841	27.0	748	52.5	7,345	15.4	112.9
	Gulf, Mobile & Ohio 1958	8,383	8,815	17,198	6.6	75,402	3,814	1,807	34.0	908	41.3	5,621	19.8	100.2
	1957	5,176	10,241	15,417	6.9	73,506	3,796	1,823	33.1	1,044	45.8	5,960	19.4	106.1
	Illinois Central 1958	31,583	17,380	48,963	2.5	56,467	3,266	1,471	34.3	988	49.4	7,381	17.5	104.5
	1957	24,481	26,119	50,600	1.9	51,695	3,050	1,424	34.3	1,052	49.2	8,295	17.2	109.9
	Louisville & Nashville(*) 1958	42,608	13,946	56,554	4.4	49,933	2,741	1,339	39.2	799	36.0	7,866	18.3	235.3
	1957	30,932	19,069	50,001	4.3	49,523	2,706	1,371	37.9	937	39.2	8,235	18.3	174.4
	Seaboard Air Line 1958	18,567	11,760	30,327	2.5	55,990	3,018	1,317	34.0	848	43.7	6,390	18.9	162.9
	1957	12,452	17,155	29,607	2.2	52,692	2,833	1,270	32.9	940	45.9	6,996	19.0	171.9
	Southern 1958	22,384	23,985	46,369	5.1	52,815	3,159	1,409	31.6	833	43.4	6,091	16.8	144.9
	1957	16,865	25,371	42,236	4.1	53,382	3,164	1,455	31.0	1,022	50.4	6,597	16.9	153.4
Northwestern Region	Chicago & North Western(†) 1958	24,922	26,852	51,774	4.4	50,568	2,798	1,284	35.0	642	30.8	3,478	18.2	162.2
	1957	18,496	31,963	50,459	5.5	45,625	2,709	1,144	30.1	602	30.9	3,207	17.1	165.2
	Chicago Great Western 1958	2,756	3,583	6,339	3.7	67,764	3,552	1,626	32.4	1,076	51.1	4,881	19.1	150.3
	1957	1,659	4,834	6,493	3.0	68,131	3,612	1,690	31.8	1,232	56.0	5,129	18.9	142.8
	Chic., Milw., St. P. & Pac. 1958	37,689	22,680	60,369	5.5	59,065	3,044	1,342	32.1	592	30.8	3,435	19.5	102.0
	1957	29,346	30,800	60,146	6.4	56,289	2,945	1,306	30.9	626	32.1	3,533	19.2	107.7
	Duluth, Missabe & Iron Range 1958	13,439	707	14,146	5.1	23,534	1,680	754	37.1	47	2.6	1,206	14.6	10.0
	1957	12,832	840	13,672	2.8	26,708	1,805	838	39.8	67	3.5	1,642	15.4	19.7
	Great Northern 1958	27,321	15,897	43,218	2.9	59,866	2,854	1,311	32.7	859	39.6	4,538	21.2	106.4
	1957	21,305	18,368	39,673	3.5	50,203	2,422	1,160	33.3	1,010	43.1	4,901	20.9	113.5
	Minneap., St. P. & S. St. Marie 1958	7,547	8,100	15,647	2.9	45,324	2,073	942	30.7	817	42.7	2,926	21.9	155.5
	1957	5,662	8,456	14,118	5.3	49,346	2,358	1,025	32.1	840	40.0	3,004	21.0	152.4
	Northern Pacific 1958	21,084	11,199	32,283	3.1	62,000	2,871	1,305	31.4	887	42.5	4,480	21.6	95.4
	1957	18,647	16,700	35,347	3.9	52,099	2,656	1,195	31.5	859	41.8	4,763	19.7	95.9
	Spokane, Portland & Seattle 1958	1,732	4,024	5,756	2.1	42,895	2,887	1,387	32.7	1,018	43.2	5,872	14.9	82.3
	1957	1,342	4,693	6,035	1.6	38,933	2,716	1,289	33.3	981	42.7	6,139	14.5	93.6
Central Western Region	Atch., Top. & S. Fe (incl. 1958	61,352	25,543	86,895	6.6	77,440	3,296	1,250	27.1	950	56.9	6,391	23.5	114.4
	G. D. & S. F. and P. & S. F.) 1957	58,630	35,763	94,393	4.4	76,351	3,162	1,182	26.2	981	60.5	6,965	24.2	131.9
	Chic., Burl. & Quincy 1958	23,077	20,664	43,741	2.9	66,390	3,095	1,331	30.0	963	51.1	4,738	21.5	145.5
	1957	20,596	21,136	41,732	3.3	63,330	2,929	1,286	29.9	1,032	52.5	4,904	21.7	162.7
	Chic., Rock I. & Pac. 1958	18,227	22,700	40,927	5.2	62,206	2,982	1,195	29.9	840	48.1	4,555	20.9	167.9
	1957	12,001	21,221	33,222	6.3	58,266	2,776	1,144	29.7	1,050	57.2	4,688	21.0	187.0
	Denver & R. G. Wn. 1958	8,932	4,758	13,690	3.9	63,217	3,389	1,660	34.4	976	40.7	6,203	18.7	106.7
	1957	6,963	6,351	13,314	3.7	61,474	3,382	1,674	35.3	1,113	44.8	7,076	18.2	133.4
	Southern Pacific 1958	34,636	29,195	63,831	2.0	69,865	3,365	1,352	28.0	1,137	65.3	9,357	20.9	84.6
	1957	29,861	34,855	64,716	1.8	65,947	3,231	1,355	28.6	1,250	67.1	9,968	20.7	91.2
	Union Pacific 1958	34,545	26,833	61,378	1.8	86,649	3,364	1,391	29.0	1,299	72.1	8,339	26.0	123.9
	1957	30,942	32,626	63,568	1.9	77,678	3,112	1,309	29.6	1,428	77.7	9,327	25.2	140.2
	Western Pacific 1958	2,846	2,762	5,608	2.6	80,526	3,139	1,473	32.0	1,754	78.2	8,045	25.9	166.4
	1957	2,344	3,066	5,410	2.2	69,277	2,923	1,321	29.7	1,630	78.2	7,462	23.9	168.7
Southwestern Region	Kansas City Southern 1958	2,414	5,118	7,532	4.0	92,813	4,460	2,045	35.4	1,229	55.2	10,291	21.0	183.4
	1957	1,765	5,704	7,469	4.3	89,214	4,325	2,031	34.1	1,313	56.4	11,068	20.8	211.7
	Louisiana & Arkansas 1958	2,210	3,374	5,584	5.3	77,804	4,051	1,866	37.1	825	36.6	6,150	19.3	150.7
	1957	1,613	3,633	5,246	6.5	70,314	3,472	1,639	36.7	968	41.0	6,731	20.3	222.2
	Mo.-Kans.-Texas Lines 1958	6,095	6,103	12,198	6.5	66,161	3,517	1,584	31.8	990	50.2	3,827	18.9	103.6
	1957	4,486	7,090	11,576	5.8	59,609	2,684	975	24.5	1,055	67.7	3,785	22.3	163.5
	Missouri Pacific 1958	26,340	20,689	47,029	5.8	70,845	3,264	1,416	31.7	1,109	56.6	5,423	21.8	158.1
	1957	19,240	26,796	46,036	0.9	68,092	3,221	1,412	31.2	1,233	62.7	5,791	21.2	115.9
	Texas & Pacific 1958	4,284	5,026	9,310	4.2	83,654	3,774	1,374	27.1	1,383	85.6	7,191	22.3	237.6
	1957	3,092	6,249	9,341	3.3	79,712	3,783	1,444	28.4	1,544	87.9	8,110	21.1	240.7
	St. Louis-San Francisco 1958	14,393	9,977	24,370	1.8	55,913	2,627	1,170	31.0	881	44.9	4,642	21.4	185.5
	1957	12,053	12,881	24,934	3.0	55,000	2,629	1,189	30.5	992	49.0	5,184	21.0	201.1
	St. Louis-San Fran. & Texas. 1958	..	544	544	4.2	44,683	2,526	1,144	34.5	1,110	55.2	4,394	17.8	285.2
	1957	..	366	366	7.4	45,820	2,631	1,177	33.6	1,630	82.7	4,922	17.4	335.3
	St. Louis Southw. Lines 1958	2,910	4,038	6,948	1.8	74,445	3,259	1,457	30.4	1,970	104.8	9,196	22.9	187.5
	1957	2,109	4,553	6,662	1.4	68,393	3,055	1,366	29.2	2,329	121.0	9,774	22.4	220.1
	Texas & New Orleans 1958	8,477	15,766	24,243	1.4	73,597	3,413	1,433	31.5	1,133	61.3	6,410	21.7	146.8
	1957	5,399	15,273	20,672	1.4	64,301	3,052	1,305	30.6	1,302	68.0	6,408	21.2	156.5

*Includes operations of Nashville, Chattanooga & St. Louis, merged into Louisville & Nashville on August 30, 1957.
†Includes operations of the Litchfield and Madison merged into Chicago and North Western on January 2, 1958.
Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

More Refrigerator Car Builders Specify–

Streamlite HAIRINSUL

Experienced car builders *know* that Streamlite HAIRINSUL can be depended upon to protect perishables under every conceivable operating condition.

Streamlite HAIRINSUL is lightweight and easy to install. Its complete range of weights and sizes adapts itself to car builders' needs. And Streamlite HAIRINSUL is permanent—it actually outlives the car.

AMERICAN HAIR & FELT COMPANY
Merchandise Mart • Chicago 54, Illinois

CHECK THESE ADVANTAGES

1. **LOW CONDUCTIVITY.** Thoroughly washed and sterilized, all-hair heat barrier. Rated conductivity—.25 btu per square foot, per hour, per degree F., per inch thick.
2. **LIGHT WEIGHT.** Advanced processing methods reduce weight of Streamlite Hairinsul by 40%.
3. **PERMANENT.** Does not disintegrate when wet, resists absorption. Will not shake down, is fire-resistant and odorless.
4. **EASY TO INSTALL.** Blankets may be applied to car wall in one piece, from sill to plate and from one side door to the other. Self-supporting in wall sections between fasteners.
5. **COMPLETE RANGE.** Streamlite Hairinsul is available ½" to 4" thick, up to 127" wide. Stitched on 5" or 10" centers between two layers of reinforced asphalt laminated paper. Other specified coverings are available.
6. **HIGH SALVAGE VALUE.** The all-hair content does not deteriorate with age; therefore has high salvage value. No other type of insulation offers a comparable saving.

SETS THE STANDARD BY WHICH ALL OTHER REFRIGERATOR CAR INSULATIONS ARE JUDGED

MARKET OUTLOOK *at a glance*

Carloadings Rise 0.9% Above Previous Week's

Loadings of revenue freight in the week ended April 12 totaled 521,035 cars, the Association of American Railroads announced on April 17. This was an increase of 4,810 cars, or 0.9%, compared with the previous week; a decrease of 152,909 cars, or 22.7%, compared with the corresponding week last year; and a decrease of 221,018 cars, or 29.8%, compared with the equivalent 1956 week.

Loadings of revenue freight for the week ended April 5 totaled 516,225 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, April 5

District	1958	1957	1956
Eastern	80,109	109,326	118,507
Allegheny	89,523	129,367	140,588
Pocahontas	38,247	54,824	53,855
Southern	105,523	118,565	126,513
Northwestern	57,497	73,545	74,027
Central Western	98,251	109,040	115,274
Southwestern	47,075	49,425	56,614
Total Western Districts	202,823	232,010	245,915
Total All Roads	516,225	644,092	685,378
Commodities:			
Grain and grain products	49,316	48,250	45,946
Livestock	4,775	5,568	7,217
Coal	85,154	115,452	118,467
Coke	5,362	12,378	12,755
Forest Products	33,505	38,071	43,166
Ore	13,736	23,244	25,546
Merchandise l.c.l.	47,207	57,386	61,783
Miscellaneous	277,170	343,743	370,498
April 5	516,225	644,092	685,378
March 29	532,172	694,922	724,968
March 22	533,019	685,836	697,248
March 15	539,057	689,226	685,983
March 8	544,173	672,363	697,601
Cumulative total, 14 weeks	7,490,845	9,271,222	9,665,581

IN CANADA.—Carloadings for the ten-day period ended March 31 totaled 81,406 cars, compared with 64,264 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
March 31, 1958	81,406	40,790
March 31, 1957	92,656	48,878
Cumulative Totals:		
March 31, 1958	828,966	377,037
March 31, 1957	911,647	425,899

New Equipment

FREIGHT-TRAIN CARS

► *Chicago & Eastern Illinois.*—"We are in the market for 1,000 hopper cars and may need still more before the end of the year," says D. O. Mathews, C&EI president.

► *Lehigh Valley.*—Plans to convert 37 55-ton hopper cars into flat cars for piggyback service. Work will be done at the road's Sayre, Pa., shops.

PASSENGER-TRAIN CARS

► *Jersey Central.*—Has acquired four Budd RDC's from the New York, Susquehanna & Western at an undisclosed price. This brings Jersey Central's total RDC fleet to 11. The cars are expected to go into service April 27—three in shuttle service between Highlands, N.J., and Matawan, the other in mainline commuter service between Hampton, N.J., and Jersey City.

New Facilities

► *Alton & Southern.*—Completed expansion of interchange tracks at Mitchell, Ill., at total cost of $57,500.

► *Burlington.*—Illinois Bell Telephone Company will install a specially designed telephone system for this road's Chicago Reservation Bureau to increase speed and efficiency of handling reservations and information calls. Automatic distribution of calls in the order received is the primary function of the system. Incoming calls will be transferred electronically and in sequence to any of 16 operators. The bureau manager will be able to tell instantly how many calls are coming in and can deploy his staff to meet the needs. The device, to be installed at Chicago Union Station, will provide connections with CB&Q general offices, city ticket office, hotel and station ticket offices, information bureau and key supervisory desks.

► *City of Philadelphia.*—Ordered from Union Switch & Signal—Division of WAB automatic signaling equipment to be installed as part of express modernization program on city's Broad Street Subway, between Fairmount Girard Station and Erie Avenue Station, approximately 2.5 miles. Program calls for additional express tracks to tie in with existing facilities. The signaling system, to cost more than $2 million, will include Identra equipment for automatic control of switches and announcing systems. Installation is to be completed in 16 months.

► *Louisville & Nashville.*—Automatic hump yard at Boyles, Ala., is expected to be completed by fall. When in service, the $8,500,000 facility will be capable of handling 4,200 cars a day.

► *Union Pacific.*—Will build a $2,000,000 freight house at Portland, Ore. Project will include the 1,000- by 170-ft house itself, plus a 160- by 150-ft office building at one end of the structure. The facility will have space to handle a 90-car freight train under roof and will more than double UP's capacity to handle LCL shipments. Other features of the building: truck loading platforms with 40-ton gantry crane for high-wide loads; truck dock with 72 overhead doors, capable of handling 144 trucks at a time; underfloor conveyor chain for transporting loaded hand carts from freight cars to truck dock; talk-back speaker system; and pneumatic tube system.

Cleaner Diesels Can Save $60 Million

Dirty diesel locomotives cost U. S. railroads over $138 million a year—about $60 million of which can be rated "avoidable" expense.

So said J. W. Horine, electrical engineer of the Pennsylvania, at a joint technical conference conducted by the American Institute of Electrical Engineers and the American Society of Mechanical Engineers in Cleveland.

Mr. Horine said railroads in 1956 spent $571,845,849 for locomotive repairs and enginehouse expenses. He claimed the "avoidable" expense of $60 million, due to dirt in diesels, might be eliminated by changes in cleaning and filtering practices. But he cautioned:

"Whether or not the cost of avoiding this portion is warranted by savings would require detailed study of each individual case."

Lack of a universal solution for the dirt problem and need for individual study of each operation was stressed in a paper by D. H. Noble of the Rock Island, and B. L. Judy of the General Electric Company. "Failure to evaluate conditions surrounding locomotive operation and the type of locomotive has led many railroads to do too much or too little cleaning," the authors said.

"In locomotives," they continued, "it is not just cleanliness, but cleanliness in the right places that pays off. . . Too little or poorly directed cleaning will increase equipment failures. More of the maintenance budget will be syphoned into repairs and trouble shooting; less will be available for useful preventive maintenance. Too much cleaning can quickly devour an equally large share of the maintenance budget."

All speakers agreed it is simpler to determine the cost of dirt in the mechanical components of diesel-electric locomotives than in the electrical apparatus.

Mr. Horine broke down locomotive repair costs as follows: 35 per cent for diesel engines and appurtenances; 30 per cent for electrical apparatus; and 35 per cent for all other work.

Messrs. Noble and Judy stressed these advantages of thorough engine cleaning:

- Improved operating reliability. Clean equipment is subject to fewer failures than dirty equipment.
- Improved safety. Clean locomotives are easier to inspect, less susceptible to fire, and safer for operating personnel.
- Improved economy of operation. If cleaning is properly performed, overall maintenance costs should be minimized.

Cleaning costs money, however. Because of this, the following must be taken into account:

- High costs. Cleaning is largely a manual operation and can become a major factor in a maintenance budget.
- Out-of-service time. Locomotives undergoing cleaning are generally unavailable for other maintenance work or for service.
- Intangibility of benefits. It is seldom possible to determine exactly what return is obtained from money invested in cleaning.

Spending money for better air filtration

(Continued on page 48)

Smathers Defers Consideration of Rate Freedom Program

The railroads' call for freedom to make competitive rates and to operate other modes of transportation was not on the agenda of the Senate Surface Transportation Subcommittee's first meeting to consider proposals stemming from its inquiry into the "deteriorating railroad situation."

The meeting was scheduled for last Friday. Its agenda, as announced by Chairman Smathers of the subcommittee, did contemplate consideration of other phases of the railroad program.

The Smathers statement said nothing about freedom to operate other modes of transportation. As to the rate-freedom proposal, which would end the ICC's fair-share-of-the-traffic approach, the senator said it would be considered at a subsequent meeting "after recommendations of the Department of Commerce have been received by the subcommittee." It was understood last week that the department was still at work preparing its recommendations.

Scheduled for consideration at the April 18 meeting were the following proposals:

1. To establish a railroad emergency loan fund, under the administration of the Secretary of the Treasury and the Interstate Commerce Commission, to aid in the temporary financing of railroads unable to obtain needed funds upon reasonable terms through ordinary commercial channels.

2. To provide for the establishment by railroads of "construction reserve" funds as a means of obtaining tax deferrals to stimulate investment in cars, locomotives and other necessary transportation facilities.

3. To make more effective those provisions of the Interstate Commerce Act enabling the Interstate Commerce Commission to remove discrimination against interstate or foreign commerce found to result from intrastate rates.

4. To vest the Interstate Commerce Commission with authority to authorize, in proper cases, the discontinuance, curtailment or consolidation of unprofitable railroad services and facilities burdening interstate commerce.

5. To limit the scope and application of the so-called agricultural commodities clause under which motor vehicles engaged in the transportation of certain commodities are exempt from economic regulation under the Interstate Commerce Act and to redefine the exemption.

6. To make it clear that all commercial transportation of property by motor vehicle in interstate or foreign commerce, except private carriage and transportation otherwise specifically exempt, is subject to regulation.

Another important railroad proposal calls for repeal of the tax on amounts paid for for-hire transportation. Many subcommittee members are on record in favor of that proposal, but it is not a matter within their jurisdiction. Tax matters originate in the House and are considered in the Senate by the Finance Committee.

Senator Smathers said the April 18 meeting of his subcommittee would be a "preliminary" session. He noted that its public hearings ended April 3, and since that time there had been "no subcommittee agreement or meeting on any proposal." The senator also said that "immediate action on the part of the subcommittee is necessary because of the serious economic situation of the railroads."

Over $100,000 a year can be cut in passenger terminal operating costs

by Standard's Wheel Truing Machine

$129,140 a year *saved*—over $350 a day. Look at this analysis, made by a leading railroad during recent installation, of the savings to be realized through the cost-reducing performance of Standard's Wheel Truing Machine:

WHEEL TRUING MACHINE SAVINGS ANALYSIS

DIRECT SAVINGS—ANNUAL

(Based on actual passenger car wheels removed during last 6 months of 1957 by reporting railroad)

Total Wheels Changed	2,592
Changed for Other Than Turning	244
Net Wheels Changed for Turning	2,348

Average Labor and Material saved per pair turned—$55.00

TOTAL ANNUAL LABOR AND MATERIAL SAVINGS . . $129,140.00

MAJOR INVENTORY REDUCTION

(Actual reduction made at time of machine installation)

Wheel Assembly Type	Inventory Reduction	Value Each	Total Reduction
Roller Bearing with Clasp Brake	59	$ 856	$50,504
Roller Bearing with Budd Disc	35	1428	49,980
Roller Bearing with Spicer Drive	25	1783	44,575

TOTAL MAJOR INVENTORY REDUCTION $145,059*

*Inventory Reduction alone, is great enough to offset the cost of the machine. Therefore, all savings in Labor and Material are *pure* savings . . . savings in the cost of doing passenger business. A number of railroads are now enjoying savings like these. Our representatives can supply the facts behind studies of this nature. If you desire immediate information, write to: WHEEL TRUING, Standard Railway Equipment Manufacturing Company, 310 So. Michigan Ave., Chicago 4, Illinois.

STANDARD RAILWAY EQUIPMENT MANUFACTURING COMPANY

General Office: 4527 Columbia Ave., Hammond, Ind. • New York • Chicago • St. Paul • San Francisco

(Continued from page 46)
instead of cleaning up dirt afterwards was discussed by M. B. Adams, general supervisor diesel engines, Santa Fe. He traced the development of improved filtration from the earliest diesel locomotives to the present. Mr. Adams agreed with other speakers who said it is easier to develop a case for improved filtration of engine air than for better filtering of air going to electrical equipment.

Use of an electrostatic precipitator in a diesel locomotive engine air intake led to a significant reduction in engine part wear and increased the period between engine overhauls, the conference was told.

P. Kangas and W. C. Kern of the Baltimore & Ohio, and E. L. Richardson of the Westinghouse Electric Corporation reported that the precipitator "specially designed to fit the limited space in a diesel locomotive," has completed two years of tests in regular B&O service.

A five-step program for improving performance of the present AAR solid bearing assembly for freight car axles was outlined by M. A. Hanson, chief engineer, Magnus Metal Corporation.

The program calls for:

- More thorough overhauling of trucks to improve bearing load distribution.
- Axle journal surfaces produced by all wheel shops to conform fully to AAR requirements.
- Stabilizing, with journal stops, the journal box assembly.
- Modification of bearing design to equalize bearing end thrust and to decrease lateral thrust.
- Control of oil leakage by using front and rear seals.

C&NW Moves to Save $523,000

Chicago & North Western's fourth—and biggest—statewide plan to modernize its one-man station agencies has been laid before the Wisconsin PSC.

C&NW now has 255 stations in the state, 196 of which are "one-man" stations. Wage savings under the plan would be about $523,000 a year.

As in South Dakota, Minnesota and Iowa, C&NW proposed a set-up under which agents at certain stations would absorb the work done at other nearby stations. This, the petition said, would adjust traditional station facilities "to the new realities of present-day public requirements and railroad usage."

The Wisconsin central agency plan would involve 159 stations—59 as central agencies, 100 as "associate" stations served by central agencies. The petition also seeks permission to close four stations—Stitzer, Merrimac, Necedah and Sheboygan Falls. Their business would be limited to prepaid carload freight.

Studies by the railroad disclosed that agents at one-man stations in Wisconsin are being paid as high as $307 per hour actually worked. "The hours of work required to serve the public at all one-man stations throughout Wisconsin average only 26% of the time for which the agent is paid," the petition said.

No Rock 'n' Roll—But Radio Helps L&HR Crews

"Radio will help us carry more freight in faster time," says Robert I. Huyler, Lehigh & Hudson River president. "It reduces the need for hand signals and will help us maintain better connections with other roads." All L&HR locomotives and cabooses are now radio-equipped. Crews use radio when making set outs and pick-ups, as well as for talking to the dispatcher through remotely controlled wayside radio stations. Five such stations along the 96-mile railroad put all trains at the dispatcher's fingertips.

CPR Stands Firm On Firemen Issue

The Canadian Pacific plans no retreat from its decision to begin eliminating firemen from road freight and yard diesels May 11.

CPR President N. R. Crump made that clear in a letter last week to H. E. Gilbert, president of the Brotherhood of Locomotive Firemen & Enginemen. Mr. Crump agreed to a face-to-face meeting with Mr. Gilbert "if a meeting between us can help." (Railway Age, April 14, p. 9.)

But, he said:

"In the interests of the public of Canada the diesel issue must rest on its merits. That was the purpose of the Kellock Royal Commission. To depart from the report would be to sacrifice the proper interests of the people of Canada, including shippers, the travelling public and employees of Canadian Pacific."

The Royal Commission found that the CPR was justified in attempting to eliminate, over a period of time, the jobs of some 2,400 road freight and yard diesel firemen.

In his letter to Mr. Gilbert, the CPR president spoke of "the growing resentment towards interference by international trade unions in Canadian affairs."

"No parallel can be drawn," Mr. Crump declared, "between the management of affairs of trade unions with U. S. affiliations, and the Canadian Pacific Railway Company."

BLF&E officers in the U. S. have pledged to support their Canadian brothers in the event the current firemen dispute leads to a strike.

Replace Train with Bus? No, Just Drop Train Run

Truth may not always be stranger than fiction—but on occasion it can take some mighty peculiar twists.

About a year ago, the Rock Island sought to drop a pair of money-losing passenger trains operating between Topeka and Goodland, Kan. To ease the blow, the railroad offered to run bus service between the two points. Railroad officers even toured the affected area, displaying an air-conditioned bus in the towns it would serve. Public reaction wasn't much.

The Kansas Corporation Commission has now handed down its decision in the train-off case. Rock Island can discontinue the two trains—and there'll be no bus for substitute service. The bus proposal just didn't catch on—either with the public or the commission. And the railroad finds itself in the position of getting what it wanted originally without having to go to the expense of providing bus service.

(Midway in the case, the commission directed a schedule change for a six-month trial period. But at hearings leading up to the commission decision, testimony was presented showing that even under revised schedules the trains lost more than $55,000 in a four-month period.)

THERMO KING

Mechanical Refrigeration

KEEPS "PIGGY-BACKS" COLD

in any temperature range . . . and does it automatically, economically, in any size trailer!

Burlington trailers are efficiently cooled with Thermo King refrigeration units. Mounting of unit is in nose of trailer.

Thermo King mechanical refrigeration offers you dependable temperature control at the snap of a switch. Just set it and forget it. It is a rugged, trouble-free unit, perfected in 20 years of production by the world's largest maker of mechanical transport refrigeration. Thermo King costs less to buy, less to maintain, and less to operate than any other type of refrigeration.

Note these exclusive Thermo King features:

- fully automatic, including defrost
- cools or heats at snap of a switch
- self-contained single-package construction
- easily installed, replaced, or serviced
- money-saving automatic start-stop engine operation in response to temperature needs
- front-mount or under-mount models

THERMO KING MAINTAINS THE ONLY NATIONWIDE SERVICE AND PARTS ORGANIZATION IN THE INDUSTRY

THERMO KING CORP.

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They're way up down there

Latin American RR purchasing for 1958 up 98% over 1957

This year—a $1.6 billion market

Just look at RR construction going up in

BRAZIL	$940,800,000
ARGENTINA	$156,400,000
MEXICO	$132,400,000
VENEZUELA	$117,100,000
BOLIVIA	$ 84,700,000

Why not translate these big figures into big sales. Latins really mean business this year. Sell them while they're hot in Selecciones del Railway Age. (A Spanish language digest from 6 Simmons-Boardman railroad magazines.)

Selecciones del RAILWAY AGE

30 Church Street New York 7, N.Y.

June advertising forms close May 1
(See p. 5 for Sales representatives)

People in the News

ASSOCIATION OF AMERICAN RAILROADS.—Garfield H. Newcomer, assistant mechanical engineer, **Pennsylvania,** appointed director of mechanical research at the AAR Research Center on the campus of the Illinois Institute of Technology, Chicago. Mr. Newcomer succeeds **William M. Keller,** who became AAR vice-president—research in January.

BOSTON & MAINE.—William H. Hartzell, field engineer signals, Boston, appointed engineer of signals and communications, succeeding **Erving N. Fox,** who retired March 31. **Richard B. Whalen,** signal and communications assistant, succeeds Mr. Hartzell. **John F. Ness,** assistant signal supervisor, succeeds Mr. Whalen.

GULF, COLORADO & SANTA FE.—G. R. Collier, district engineer, Galveston, Tex., appointed chief engineer there, succeeding **W. T. Donoho,** retired. **R. O. Nutt,** division engineer, Galveston, named to succeed Mr. Collier. Mr. Nutt, in turn is replaced by **T. D. Mason.**

LEHIGH VALLEY.—Charles A. Barber, passenger traffic manager, New York, retired March 31. **George C. Spahn,** general passenger agent, New York, succeeds Mr. Barber. **Willis E. Raymond,** division freight agent, Rochester, has retired. He is succeeded by **William H. Coachys,** commercial agent. **Thomas F. Williams,** general agent, Indianapolis, appointed district freight agent, Cleveland, Ohio, succeeding **W. C. Nystrom,** retired.

MILWAUKEE.—P. P. Gehrig, general agent, Duluth, Minn., retired March 31.

A. W. Hallenberg, division master mechanic, Chicago, appointed district master mechanic, Milwaukee, Wis., effective April 1, to succeed **A. M. Hagen,** who retires April 30. **W. C. Gage,** assistant master mechanic, Chicago, named to replace Mr. Hallenberg. Effective April 1, **D. A. Radabaugh,** general foreman, Tacoma, Wash., named master mechanic, Savanna, Ill., succeeding **W. W. Henderson,** who retires April 30.

Frank M. Long appointed attorney, Chicago, effective April 16.

George Neu, general agent, Pittsburgh, appointed general freight agent, Milwaukee, to succeed **M. M. Wolverton,** transferred to Duluth, Minn. In addition to the Duluth agency territory, Mr. Wolverton will have general supervision of the Upper Peninsula of Michigan and the Winnipeg and Edmonton agencies.

NORFOLK SOUTHERN.—The title of superintendent car service, Norfolk, Va., held by the late **F. E. Eller,** has been abolished. Car records, car accounting and other related car service matters, will be under jurisdiction of **F. J. Tally,** assistant vice-president—operations, Norfolk.

REDUCING FUELING COSTS?

The operation above demonstrates fueling the locomotive and replenishing the sand supply all in one easy operation, requiring less than 20 minutes. This job is done at the work site. Many dollars and hours are saved because the locomotive does not have to come home for service.

Take the first step toward reducing your fueling costs by writing for complete information.

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R. W. McKnight

John H. Dunn

John H. Dunn, editor of the Simmons-Boardman publication **Railway Signaling & Communications,** will relinquish that post on April 30. Mr. Dunn, who has served as editor of RS&C since 1924, will continue as western editor of the magazine, at Chicago, until his retirement on January 31, 1959. He joined Simmons-Boardman in 1921, after serving in the signaling department of the Milwaukee. **R. W. McKnight,** associate editor of RS&C, has been appointed editor of the magazine effective May 1. Mr. McKnight, 35, is an engineering graduate of Clarkson College, and took postgraduate work in journalism at Syracuse University. He joined the RS&C staff in 1951. **Charles Kalkhof** has been appointed associate editor of RS&C to succeed Mr. McKnight. Mr. Kalkhof has served seven years in the signal department of the New York City Transit Authority, his most recent assignment being that of signal circuit squad leader.

Merger of the **Wayne Pump Company** into the **Symington-Gould Corporation** has become effective. New name of the resulting firm is **Symington Wayne Corporation.**

Assets of the **Sturdi-Bilt Engineering Company** have been acquired by the **Union Asbestos & Rubber Company.** Sturdi-Bilt, manufacturer of boltless steel storage racks, will be operated as a division of Union Asbestos & Rubber. Sturdi-Bilt manufacturing operations at Niles, Ohio, have been shifted to UNARCO's steel fabrication plant at Blue Island, Ill.

Raymond J. Stanton has been appointed assistant superintendent of labor relations at the Indiana Harbor works of **Inland Steel Company,** East Chicago, Ind. He succeeds **Thomas G. Cure,** who has been named assistant director of the plant's management development and training department.

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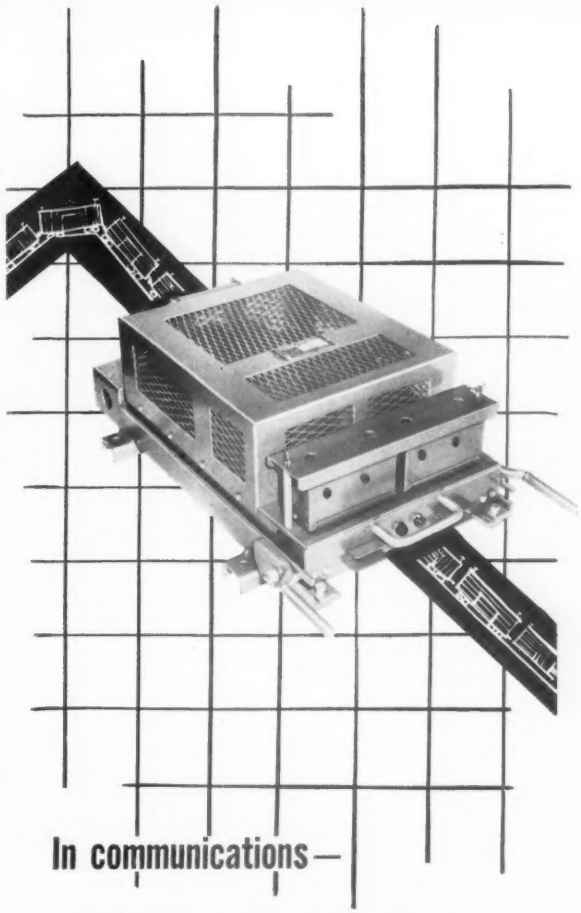

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Go See Your Legislators!

An executive, near the top of a Western railroad, told of a recent visit he made to the office of an important political leader in Washington. The railroad man was warmly welcomed—and the political leader said to him: "In all my years in Washington, you are the first railroad executive who has ever come around to see me."

•

Of course, railroad association people and professional industry spokesmen had called on this political leader, and there was a great deal of mutual understanding among them. But he didn't consider this quite the same thing, as having a first-name acquaintance with railroad executives on the firing line—especially those of railroads that serve his own state.

The president of an Eastern railroad has corroborated the above observation. He had occasion recently to meet several political leaders at a private social gathering, and they remarked how few railroad leaders they knew personally. The railroad president asked them if they would like to know more railroad executives and their answer was a strong "yes."

"This answer surprised me," the railroad president said. "I have always stayed away from these fellows, believing they had a lot more things to interest them than the railroads. But, now that I know I'm welcome, they're going to see much more of me from now on."

It is a well known fact that leaders of some other industries have been less backward than railroad people have been in their contacts with political leaders; and the union people get around constantly. None of these other groups has failed to benefit from the time they've put in, getting acquainted in the right places.

It isn't a question of "lobbying"—of seeing legislators, regulators or executive department people to urge the acceptance or rejection of some particular project. Instead, it's a matter of long-range acquaintance and mutual understanding. From it, the political office-holder gets to know and rely upon people in the railroad business with whom he has established connections of friendship and ease in conversation.

When legislation affecting the railroads comes up—instead of the railroads having to try to apply what is know as "political pressure"—it is more likely that the political leader may take the initiative himself and say: "I'll phone my friend Joe Dokes, president of the Pacific & Atlantic, and see what he thinks of this project. I know him. He knows the score, and I can depend upon his advice."

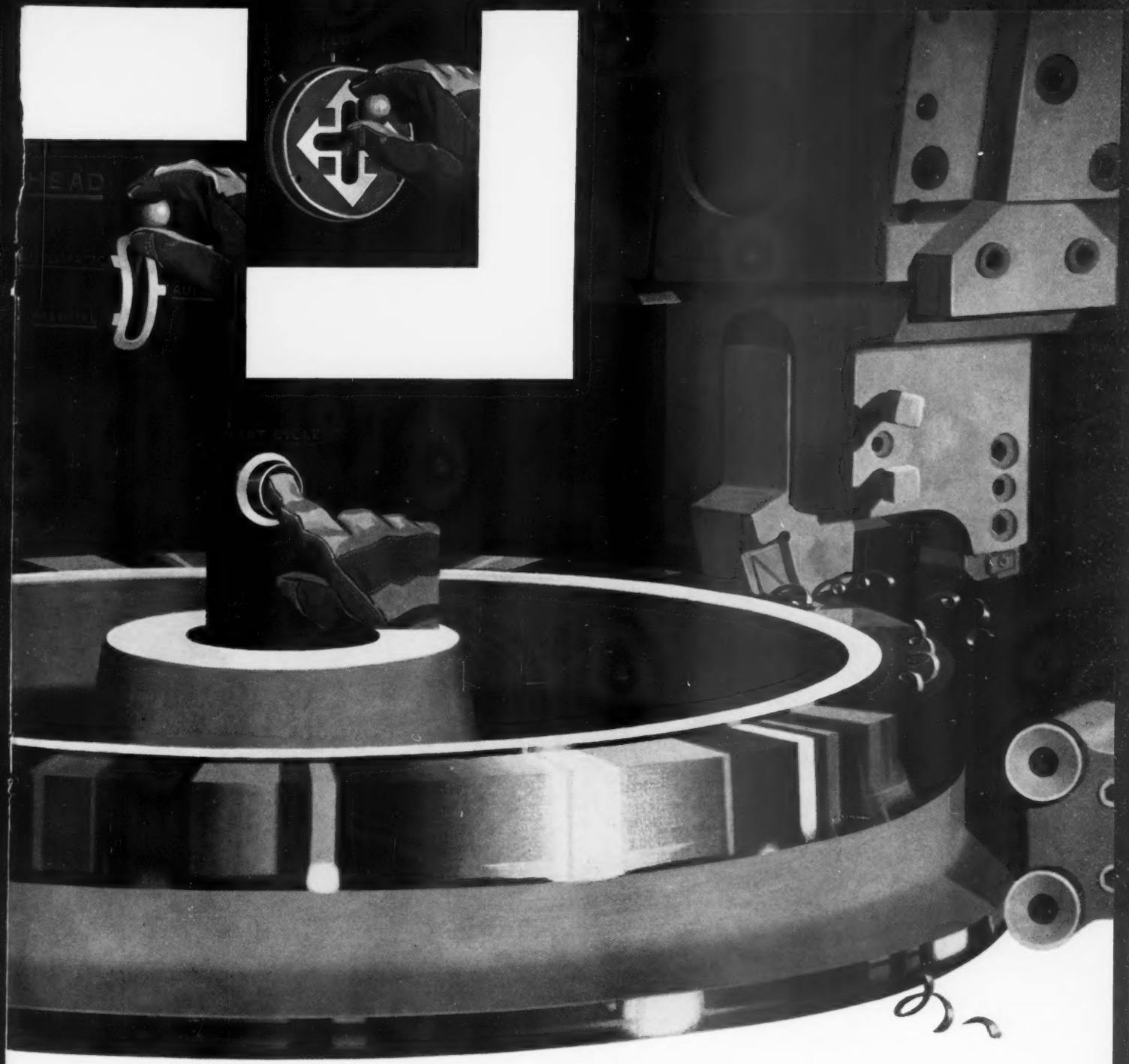
What the railroads cannot hope to accomplish through "political pressure" (since they command few votes)—they might often achieve easily and honestly if political leaders knew and admired railroad leaders, as the able and dependable individuals most of them are. Such acquaintance will come about only if railroad people overcome their characteristic shyness in this area. Some of them have already overcome it.

The next-best thing to first-hand knowledge of any subject is to have easy and frequent contact with a recognized authority on that subject. Nothing gives a political debater greater assurance than the confidence he has in the sources of his information.

•

OPPORTUNITY BECKONS: Knowing your legislators and administrators is a useful area of activity, which is by no means limited to chief railway executives. It is profitably open to all people in and around the railroads who have any responsibility for the industry's welfare. It is equally open to railroad suppliers—many of whom have, so far, been just as bashful where Washington is concerned as railroaders have.

Washington can ruin the railroad industry—and has come mighty close to doing it. Washington could also give the railroads an opportunity to become unprecedentedly prosperous. Looks as though all of us ought to cultivate the understanding friendship of these powerful (and usually well-meaning people) in the nation's capital a lot more than we have.



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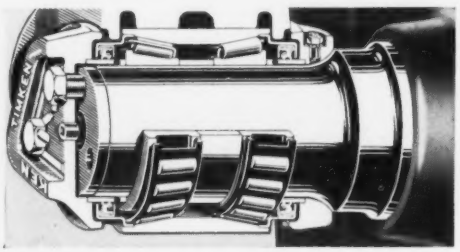

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